



Hongkong Daily Press.

ESTABLISHED 1867.

Registered as a Newspaper at the General Post Office in the United Kingdom.

THE BRIGHT FRESH EYES OF YOUTH CAN BE YOURS AGAIN BY THE USE OF CROOKES' GLASSES.
N. LAZARUS, OPTHALMIC OPTICIAN, 25, Queen's Road, HONGKONG.
Prescriptions carefully filled.

No. 19,091 第一九零九千九百一第

日十初月七年未己

HONGKONG, TUESDAY, AUGUST 5TH, 1919.

二拜禮 號五月八年捌國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 275 lbs. net.
In Bags 250 lbs. net.
SHEWAN TOMES & Co.,
General Managers. [60]

CAPE WHITE WINES.

DRACKENSTEIN and JAGGER CUP
Shipped by
J. SEDGWICK & CO., LTD.
CAPE TOWN.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.

16, QUEEN'S ROAD CENTRAL,
Telephone No. 72.

CARTRIDGES! CARTRIDGES!
NEWLY ARRIVED.
SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. O. Powder, a powder
which gives universal satisfaction.

THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade.

A LING & CO.
19, QUEEN'S ROAD CENTRAL,
HONGKONG.

FURNITURE AND PHOTO GOODS
STORE.
GLASS ETCHING, SIGN-BOARD AND
METAL MARKS.
CANTON MARBLE IN VARIOUS SHADES.
Photographic Copies of Every Description
in Stock.
DEVELOPING, PRINTING AND ENLARGING
UNDERSTANDING.
TELEPHONE 1213. [78]

TRAMWAY COMPANY LIMITED.

TIME-TABLE

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " to 9.30 " "	" " " "
9.30 " to 11.00 " "	" " " "
11.30 " to 12.45 p.m.	" " " "
12.45 p.m. to 1.15 " "	" " " "
1.15 " to 1.45 " "	" " " "
1.45 " to 2.15 " "	" " " "
2.15 " to 3.00 " "	" " " "
3.00 " to 8.00 " "	" " " "

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.30 p.m.
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAY.
Extra Car—12.00 Midnight.
SUNDAY.

SUNDAY.	
7.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 " to 11.00 a.m.	" " " "
11.30 " to 12.00 noon	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 p.m. to 5.30 " "	" " " "
5.30 " to 8.00 " "	" " " "
8.00 " to 9.30 " "	" " " "
9.30 " to 8.00 " "	" " " "

NIGHT CARS.

As on Week Days.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's time-table, but not
of special cars, can be obtained on applica-
tion at the Company's Office. No Season
tickets will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Cash. Order representing Bank
Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7th, 1918, until further Notice.

DOWN TRAINS.

Stations		No. 1 Through Express a.m.	No. 2 Local a.m.	No. 3 Through Express a.m.	No. 4 Local a.m.	No. 5 Through Express a.m.	No. 6 Local a.m.	No. 7 Through Express a.m.	No. 8 Local a.m.	No. 9 Through Express a.m.	No. 10 Local a.m.	No. 11 Through Express a.m.	No. 12 Local a.m.	No. 13 Through Express a.m.	No. 14 Local a.m.	No. 15 Through Express a.m.	No. 16 Local a.m.	No. 17 Through Express a.m.	No. 18 Local a.m.	No. 19 Through Express a.m.	No. 20 Local a.m.	No. 21 Through Express a.m.	No. 22 Local a.m.	No. 23 Through Express a.m.	No. 24 Local a.m.	No. 25 Through Express a.m.	No. 26 Local a.m.	No. 27 Through Express a.m.	No. 28 Local a.m.	No. 29 Through Express a.m.	No. 30 Local a.m.	No. 31 Through Express a.m.	No. 32 Local a.m.	No. 33 Through Express a.m.	No. 34 Local a.m.	No. 35 Through Express a.m.	No. 36 Local a.m.	No. 37 Through Express a.m.	No. 38 Local a.m.	No. 39 Through Express a.m.	No. 40 Local a.m.	No. 41 Through Express a.m.	No. 42 Local a.m.	No. 43 Through Express a.m.	No. 44 Local a.m.	No. 45 Through Express a.m.	No. 46 Local a.m.	No. 47 Through Express a.m.	No. 48 Local a.m.	No. 49 Through Express a.m.	No. 50 Local a.m.	No. 51 Through Express a.m.	No. 52 Local a.m.	No. 53 Through Express a.m.	No. 54 Local a.m.	No. 55 Through Express a.m.	No. 56 Local a.m.	No. 57 Through Express a.m.	No. 58 Local a.m.	No. 59 Through Express a.m.	No. 60 Local a.m.	No. 61 Through Express a.m.	No. 62 Local a.m.	No. 63 Through Express a.m.	No. 64 Local a.m.	No. 65 Through Express a.m.	No. 66 Local a.m.	No. 67 Through Express a.m.	No. 68 Local a.m.	No. 69 Through Express a.m.	No. 70 Local a.m.	No. 71 Through Express a.m.	No. 72 Local a.m.	No. 73 Through Express a.m.	No. 74 Local a.m.	No. 75 Through Express a.m.	No. 76 Local a.m.	No. 77 Through Express a.m.	No. 78 Local a.m.	No. 79 Through Express a.m.	No. 80 Local a.m.	No. 81 Through Express a.m.	No. 82 Local a.m.	No. 83 Through Express a.m.	No. 84 Local a.m.	No. 85 Through Express a.m.	No. 86 Local a.m.	No. 87 Through 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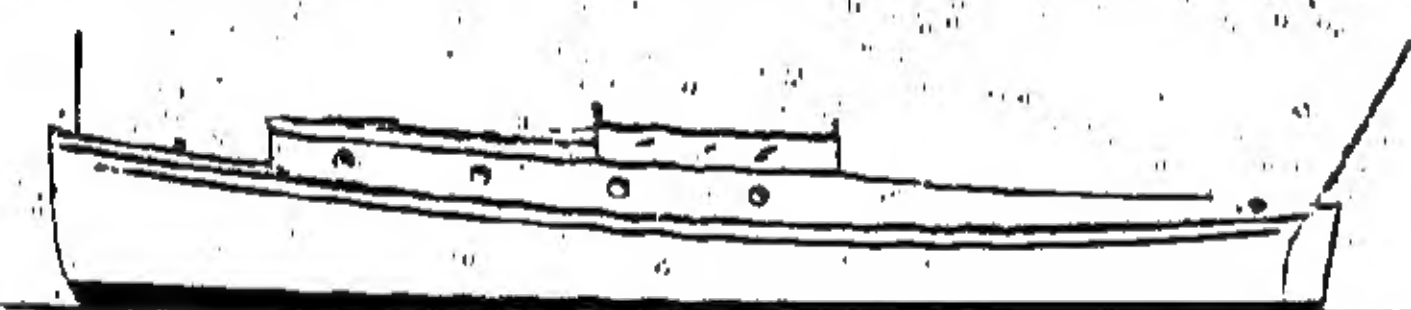
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THE

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TO-DAY at 2.15 p.m.

"INTOLERANCE."

Soldiers, Sailors and Families \$1.

At 5.15 p.m.

DOUGLAS FAIRBANKS

in

"THE LAMB."

At 7.15 p.m.

"THE BULL'S EYE"

Episodes 3 & 4.

At 9.15 p.m.

"INTOLERANCE."

(LAST PERFORMANCE)

FUTURE OF AVIATION.
PRINCE OF WALES AND AMERICAN
FLYING MEN.

H.R.H. the Prince of Wales honoured with his presence a unique gathering of famous airmen and other distinguished guests at a luncheon given by Major-General Seely, head of the Air Ministry, at the House of Commons, on July 5th. The object of the gathering was twofold—first, to hear from the Air Minister something about the future of aviation, and, second, to meet airmen who have won fame by their exploits, notably Commander Read, of the American seaplane N.C. 4, which succeeded in crossing the Atlantic, and other officers of the United States Seaplane Service.

After the loyal toasts, to which the Prince of Wales responded in a felicitous speech of a few sentences.

Major-General Seely, proposing the health of Commander A. C. Read and his brave pilots who had been first to achieve the great feat of crossing the Atlantic by air, said there was here no trace of envy of them. (Cheers.) We recognised the full that they had brilliantly succeeded where we had gloriously failed. (Cheers.) They were all glad to see present Lieut. Commander (traverse) (cheers)—and he wished Mr. Hawker had been there, too, but he was so overcome by the welcome he had already received that he was not well enough to come. Amongst Commander Read's colleagues were some who had made great long-distance flights. He would also like to have seen General Salmond, who was the first to fly to India. (Cheers.) But they had Colonel Bentley, who had breakfasted in Madrid and had tea in London on the same day. True, it was a rather early breakfast and a rather late tea, but the achievement was a remarkable one, on which they ought to congratulate him. Likewise there were present Major Leslie, who flew from London to Constantinople, and was the first to fly from London to Rome—a wonderful feat in mid-winter, and he believed it was true that a man who started to walk got there almost as soon—(laughter)—Colonel Porto, who had a record for flying boat feats unsurpassed by any but that of Commander Read—(cheers)—General Maitland, who had had a 21½ hours' continuous voyage in the air, and any boy would one day make a longer trip to a country which they all knew—(cheers)—Count de Zuppoli, almost the only survivor, he believed, of those who flew on the famous long trip with the Italian poet, Gabriele d'Annunzio; as well as a number of other pilots who had done fine flying both in peace and war.

Although they were celebrating the conquest of the Atlantic by Commander Read, and great distance flights by others, there was a great deal yet to be done in aviation. We were a very long way from the perfection we were seeking. There was a great deal for constructors to do, a great deal that our Government must do, and would do. He would like to make a few suggestions as a layman, but when nothing about it (laughter)—but when he flew more than any other layman except, perhaps, Mr. Churchill, whose passion for the air he could not restrain. (Laughter.) It seemed to him that some things were very urgent. We must mark out our large areas. Our lighthouses ought to have vertical beams, which he was told by Trinity House was not an impossible achievement. We must have more landing-grounds. The average good field in England was 400 yards across; but the flying machines designed to defeat Germany—which they did in good style—(cheers)—took 400 yards to land, except they were piloted by men of superhuman skill. Aviation would be greatly helped if there were more emergency landing-grounds. If Lord Lieutenants of counties and Chairmen of County Councils would get the permission of landowners and write to General Sykes, he had no doubt the result would be that many a wandering airman would be saved, who otherwise would be killed. Another practical way of making flying safer would be for railway companies to paint the names of their stations on the roofs; that would often make all the difference between success and failure, between success and disaster. (Hear, hear.) We must also have good telephone communication between all the aerodromes. If whenever an airman was known to be flying in the dusk or the dark a vertical searchlight was thrown out indicating the whereabouts of an aeroplane, the advantage would be very great. Further, we need good air maps. An air map was totally different to a land map. He was told by pilots, and it was his experience also that by far the best landmark south of London was not the great cathedrals, like that of Winchester, or hills showing against the skyline, but the Long Valley at Aldershot. For twenty miles, weather, that wonderful yellow patch could be seen. It was such landmarks, as well as rivers, however small, and patches of water, that were wanted on all maps.

REMEDIES FOR ACCIDENTS.
In England we had an Air Ministry, and the Government had handed over meteorology to that Ministry. That seemed to him to be a wise plan, and he hoped we should be able to have meteorological charts like the charts which Admiral Wemyss issued for the use of navigators. (Hear, hear.) The three things we wanted very badly in aviation were more safety—much more safety—more comfort, and more economy. The other day he gave some figures showing the number of accidents, which came rather as a shock to many people. It was a fact that since the armistice up to that day the previous week there had only been one fatal accident. For every 43,000 miles flown. If they set out to cover 43,000 miles by any other mode of travel and were told they would be likely to survive they would probably be pleased and surprised. (Hear, hear.) Motoring and horse-riding involved risks which he should think were comparable to those of flying. Yet the figure was considerable, and we ought to do all we could to reduce it. His technical advisers told him that the cure was in slower flying speed and slower landing speed. Twenty-four per cent of the fatal accidents in

(Continued at foot of next column.)

WHO'S WHO IN THE U.S.
SENATE.
THE POWER BEYOND THE
PRESIDENT.

[BY JOHN A. STEELE.]

Ask any ordinary Englishman what he knows about the United States Senate and he will reply: "Oh, it's the American House of Lords." Ask any ordinary American and he will say: "It represents the interests." Ask an American lawyer or a student of American politics, and he will tell you that it is the most powerful and independent legislative body in the world.

The importance of the Senate has been impressed on the world in general by its action in the last few weeks with regard to the peace negotiations at Paris. There are many of my English friends who cannot mention it to-day without vituperation. They believe that it is anti-British, that it is wrecking the chances of a sound peace for the political interest of the dominant party in American politics, that it is a hindrance to American progress in trade and power at the expense of Europe.

I believe that the majority of the Senate is entirely patriotic, not only in the narrower American sense, but in the world sense. It feels its responsibility acutely, and it is enraged, and perhaps properly enraged, because it has been flouted by President Wilson.

I may be told that Mr. Lloyd George also has flouted the British Parliament, but the cases are hardly parallel. If I am not mistaken the British Cabinet can conclude a treaty of peace without consulting Parliament. President Wilson cannot conclude the most trifling sort of a treaty with a foreign Power without the consent of two-thirds of the Senate.

Americans have noticed that no senator has been asked to join the American peace delegation in Paris. Not only has no senator been asked, but no member of the Republican Party, which now has a majority in both Houses of Congress. President Wilson must have Republican votes in the Senate if his treaty is to be approved by the United States.

The Senate is the smallest and most compact legislative body possessed by any of the Great Powers.

ABOVE STATION.

The men who are leading the opposition to the President are men whose character and motives are above suspicion, and let it be said, are men who have been among the best friends of Britain in American politics.

Henry Cabot Lodge, of Massachusetts, is probably the bearer of the name best known on this side of the Atlantic as a consistent worker for good Anglo-American relations. Philander C. Knox, of Pennsylvania, an ex-Secretary of State, is also a firm friend of an Anglo-American understanding. William E. Borah, of Idaho, is a comparatively new man in the Senate, but he has fought all his life for clean politics at home and good relations abroad. Hiram W. Johnson, of California, who may be the Republican candidate for President next year, is anything but an Anglo-phobe.

What, then, is the explanation of the apparent outburst of Anglophobia among these men? The explanation is that they are first of all Americans, and they believe that President Wilson has given too much away. They believe that Britain has got all that she wanted out of the war and given up nothing. American interests, they believe, have been forgotten by President Wilson, who, they declare, has allowed the Monroe doctrine to go by the board, and one who is not an American can understand how dear that doctrine is to Americans.

I believe the situation will clear itself up, and that the Senate will approve the treaty, but not perhaps until it is amended in some vital particulars, which will not, however, be in the direction of making it any easier for the enemy. But before it is adopted the President must convince two-thirds of a Senate which is composed of forty-seven Democrats, all of whom do not see eye to eye with him, and forty-nine Republicans who are to a man against him and his policies. (Applause.)

Great Britain were due to forced landing. Anybody who flew knew how difficult it was to get down, and he appealed to constructors to try and devise a remedy. Ten per cent of the accidents were due to fire—an avoidable cause which ought to be cured. The cause of accidents next in order was propeller accidents. Propeller arrangements, the starter up, could get rid of 50 per cent of these accidents. No doubt all this was very fine, but Commander Read might ask "What are you doing to that end?" The Air Ministry were doing all they could, by making every kind of experiment, the results of which were unreservedly at the disposal of manufacturers and those who flew. He had full authority for saying that the money would not be lacking for the purpose of securing greater safety for our airmen and maintaining our air supremacy. Mr. Churchill had asked him to appoint a committee of flying men and aircraft constructors and the Treasury, in order to find out the best way of spending money in seeking to minimise the risk of flying. The committee would be appointed, at once, and whatever they recommended would be carried out to any reasonable extent. (Cheers.)

"GOOD WINNERS AND WONDERFUL LOSERS."
Commander Read, on rising to respond, was very cordially greeted. He said this welcome was a honour not only to themselves, but to the American navy, for the project, on which he had been engaged was entirely one of the Navy. Its success was due to the immense amount of thought and preparation that was put into it. The actual execution was a comparatively small proposition. The crew of N.C. 4 were fortunate in having been chosen and like, if he was not too presumptuous, to congratulate the entire British people on their wonderful sportsmanship. The British people were good winners, but they were wonderful losers. (Cheers.)

SCUTTLED FLEET.
DISCUSSION IN THE COMMONS.
QUESTION OF INQUIRY.

On the motion for the adjournment of the House of Commons, on July 25th, Commander Bellairs said that when the First Lord of the Admiralty made his statement the previous day about the sinking of the German fleet he (Commander Bellairs) asked two questions, and he could not say that he was satisfied with the answers. The first answer seemed to be evasive, and he was certain that the second was erroneous. The first question was as to the circumstances under which the German fleet was interned instead of surrendered. The question was directed to ascertaining whether we pressed our demand for surrender with vigour and determination. Since the Americans were criticising us in connection with the sinking of the German fleet it was just as well the House should understand that it was the American admiral who asked for the internment instead of surrender.

We were right, he thought, to back France in her military demands, and he considered France was willing to back us in our naval demands. With such agreement he could not understand why these demands were not given effect to, and the German fleet was not surrendered. Apparently it was a case of the old game of cat and mouse, order, counter-order, and again counter-order, with the effect that the German fleet was scuttled under our very eyes. He desired to know whether the British admirals made any final protest, but were virtually overruled. He maintained that it was possible to hold a court-martial into the whole facts of the loss of the German fleet. Apparently the German belief that their ships were interned and not surrendered had turned out to be correct. Why, when the newspapers announced that the ships had been surrendered, did not the Admiralty correct the statement, instead of making the First Lord look in any one of the newspapers he would find that they all described it as "surrender." Was there any doubt at any time that the German fleet would scuttle the ships? The German orders were that the ships were never to be surrendered. There was no case in the whole of the war in which we had captured a German ship except in the cases of one or two submarines, and then attempts at scuttling had been made.

Again, when the U-boats were surrendered, why was a difference made from the ships? Why, also, on the critical day when the Germans were likely to scuttle their ships, was Admiral Fremantle with his guarding squadron exercising at sea? He had read in the newspapers that the scuttling was a good thing. Nothing worse could have happened. In the first place, the Admiralty's suggestion was that the ships should be destroyed. It was necessary, therefore, that our good faith should not be in doubt. There was no question in the mind of anyone in England that our good faith was in doubt, but anyone who read the Press comments in American, Italian, and French newspapers could not help seeing that our fleet was blamed for what had happened, and the cry was the old one of "perfidious Albion." We were also in a position of trust for the League of Nations. But, in addition, those who went to Versailles were the guardians of the honour and honour of the British Navy. That honour and honour depended on the fact that the British Navy had seldom failed in its history. Those who went to Versailles seemed to have made that honour a matter of compromise in council. It was unfortunate that they acceded to the terms which the Admiralty seemed to regard as rendering the scuttling of the ships inevitable.

FIRST LORD'S REPLY.

Mr. Walter Long: I find it difficult to understand why the hon. and gallant member has raised the question in this form. He makes speeches in this House and writes articles in the newspapers, but they do not always agree. He has no right to draw a distinction between the British Navy and the British Army, and his object is to draw a distinction between an Admiral in Whitehall and the First Sea Lord—and the Admiral commanding the Fleet. The hon. and gallant member began his remarks by saying that I answered two questions he addressed to me, and that my first reply was evasive and my second erroneous. I am aware of the fact that the hon. and gallant member does not accept my word as conclusive or even accurate, but I am content to let the question of my accuracy rest between the House and myself and the country and myself. I say he has no right to accuse any Minister or member of being evasive unless he can substantiate his charge by something more definite than anything in his speech.

He went on to tell us that he knows all the facts that he knows what the French did, what the Americans did, and what the English did. Then why ask for information? If he knows the French fought their case, and that the Americans took a particular line, why is it necessary to suggest here that every other country did what was right, and got what was wanted, and the only country that failed was our own? The questions are addressed not to my department, not against the Admiralty or the advisers of the Admiralty. His criticisms are really upon the heads of Government in Paris, who conducted the negotiations and decided the conditions.

"VAQUE CHARGES WITHOUT EVIDENCE."
The question I was asked yesterday was "What was the advice of our naval advisers?" The hon. and gallant gentleman then tried to differentiate between the advice

given by the admiral afloat and the admiral in Whitehall. There is no distinction to be drawn between the advice given by those two admirals. The hon. and gallant gentleman says they did not pursue the case with sufficient vigour. What right has he to make that charge? It has not produced one atom of evidence.

His policy here is to make vague charges without evidence, and then to fish about for evidence in the hope of getting some admission from the Ministry justifying him in his action. We have no right to review this case apart from the whole peace negotiations. The hon. and gallant gentleman asks us to challenge the action of our delegates in Paris, and to do what he does, condemn them—to say that they did not hold up England's end. You have no right to extract this part out of the list of matters under discussion and condemn our delegates because you think they have failed. The hon. and gallant member makes some rather cheap gibes about my answer to his question regarding a court-martial. To bolster up his case he says we are in the habit of holding courts-martial into the loss of ships. But he knows perfectly well that there is no comparison to be drawn between that and what has happened now. It may be, and I hope it will be possible, and there is our duty, to have a court-martial on the action of the German admiral, but that won't clear up the case. The honourable and gallant member is seeking to make against the British Board of Admiralty and against the Admiral Commanding-in-Chief in Scotland.

WINE AFTER THE EVENT.

The hon. and gallant member is very wise after the event. He seems to have foreseen on this particular day the German admiral would have believed that the Armistice was at an end, and that therefore this act of treachery would have been committed. I know the hon. and gallant member believes that it is his duty, and I know the hon. and gallant member believes that it is his duty to defend Admiral Fremantle in doing what was his ordinary duty. I do not believe that anybody was in a position to anticipate that on that particular day the German Admiral would have scuttled his fleet.

Everyone knows that when the question was decided against surrender, and in favour of internment, there was no possible method of preventing this. It would have been any good to turn our guns on the fleet? The hon. and gallant member told us that in the American and French Press it was suggested that we have connived at it. I am very sorry to hear a British member of Parliament make that statement in our House. He realised he made a mistake, and went on to say that nobody believed it. We are very familiar with that form of statement. I regret very much it has appeared in either the French or American Press.

I sent a communication to Paris to-day in which I said it was unthinkable that the British people could have been guilty of such an act as to connive at the destruction of the fleet anywhere, but, above all, in our own waters. The hon. and gallant member asked me a series of questions which require no answer. He desired, I think, to make an attack on the British Admiralty and its naval advisers. He did not make it here, he made it in an article in a newspaper.

All I can say about the inquiry is that we shall do what we think right. The heads of our Government in Paris will decide in Paris what is the correct course to take. We are not deflected from our course by action taken by an hon. and gallant member who makes assertions to bolster up charges which he does not try to substantiate.

ORIGIN OF DEPTH BOMBS.

Rear-Admiral William R. Sims, who will become head of the War College at Newport, in an interview told for the first time how the now famous depth bomb, popularly known in the Navy as the "ash can," came to be invented. Much has been published about this efficient engine of destruction which accounted for so many of the German undersea craft, but this story told to Admiral Sims by Viscount Jellicoe is the first account of the origin of the depth bomb idea.

"It was first thought of at the Admiralty," according to Lord Jellicoe, when Admiral Madden, second in command of the British fleet, called for a cruise device after an encounter that a cruiser he was aboard had with a submarine. The German rose suddenly close to the cruiser and launched a torpedo at her from short range. This, fortunately, missed, and the cruiser was swung about and rubbed toward the enemy at full speed in an endeavour to ram it. The German commander, however, got his craft under water in time to save her, but as the British ship went over him the officers leaning over the side could distinctly make out its outlines at some distance below the surface.

Chagrined by the escape, one of Admiral Madden's officers remarked that they would have got their prey if they had had a mine to drop over the side as they passed above her.

"Why can't we have something of that sort?" replied the admiral, and immediately forwarded the suggestion to the Admiralty offices, asking that experts be put at work on the task of preparing specifications.

"Out of this episode," concluded Admiral Sims, "was developed the 'ash can' loaded with TNT, with the aid of which a few destroyers were enabled to protect great convoys and terrorise the Hun undersea force." The depth bomb and the destroyer became the chief naval factors of the struggle. —New York Herald.

THE RICE RIOTS.

ANOTHER ATTEMPT AT LOOTING.

Another attempt to loot rice from a store in Connaught Road West was frustrated, yesterday morning, by the timely arrival of the Police.

At the Magistracy, yesterday, a Chinese was charged with stealing rice.

Defendant stated that he was only following the example of a number of his comrades, who were carrying away bags of rice.

Inspector Macdonald: A number of people were raiding the stores at West Point on Sunday. This may have been looting a cargo-boat lying alongside the Praya West.

Mr. Lindsell: How is it that he is the only man arrested?

Inspector Macdonald: He was the only man caught in the act. The rice belonged to the Tong Seng store, which had been looted at 12 noon. There were over 200 to 400 persons present. I went to a heavy penalty. On my way to the Court this morning there was another attempt made to rush a cargo-boat.

Mr. Lindsell: This man is an ordinary street coolie?

Inspector Macdonald: They are all street coolies.

Mr. Lindsell: Then how can I impose a heavy penalty?

Inspector Macdonald: If there is no heavy penalty there will be a continuance of this sort of thing. The only way to stop looting is to inflict heavy penalties.

Mr. Lindsell: But the men are hungry?

Inspector Macdonald: That may be so. The men did not care whether they were arrested or not.

Mr. Lindsell (to defendant): Why did you do it?

Defendant: Because I was hungry.

You get free coffee now? Children do not like coffee, and the small boys do not know where to get it. I have several children and they must be fed.

Inspector Macdonald: But coffee is distributed twice a day.

Defendant: I do not know where to get it.

Mr. Lindsell: There is no reason at all why you should do this sort of thing. Twenty-one days' hard labour.

Eight Chinese pleaded guilty to stealing rice from Connaught Road West.

Inspector Macdonald stated that at noon on Sunday about 500 coolies rushed a lighter and stole over one hundred bags of rice. A large quantity of the rice was recovered. The men jumped into the sea to evade arrest.

Mr. Lindsell sentenced seven of the defendants to four weeks' hard labour each, and the eighth, who had a previous conviction against him, to six weeks.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme-Orient, of Saigon, in their report dated July 15th, state:—

Our market just now is in a very peculiar position. As we mentioned in our previous report, our crop is very short. The Government has authorised the export of 75,000 tons for the month of July, but of this quantity about 30,000 tons have been bought by the Straits Government and about 10,000 tons by Java and Japan.

At this date there remains only an approximate quantity of 30 to 35,000 tons, and the paddy coming down from the interior is bought at increased prices every day.

Another great difficulty is the impossibility of making any arrangements for exchange, the Banks refusing to contract for any delay. For this reason our market is very excited, and the only chance to do business is to get from buyers a firm offer. In present circumstances, no quotations can be given.

The total amount of rice exported from January 1st up to the July 7th is 233,178 tons against 784,892 tons in 1918.

POSSESSION OF AMMUNITION.

At the Magistracy, yesterday, four Chinese were charged with being in unlawful possession of an automatic pistol and several rounds of ammunition.

The reason for the arrest of all four men, as explained by the prosecuting sergeant, was that when a constable approached the first defendant, who was standing in the wharf, with luggage, and asked him to whom the boxes belonged he pointed to the other three men. The revolver and ammunition were concealed in the inside of a quilt.

The second defendant claimed the pistol, stating that he bought it at Vancouver as a means of protection against robbery. Mr. Lindsell fined the claimant \$150 and discharged the other two men.

THE TRANSPORT BILL.

There is abundant evidence that the Government will have to face determined opposition to the Ways and Communications Bill, whenever that highly controversial measure again comes before the House (says the Daily Telegraph). The General Purposes Committee of British Commonwealth Union has prepared a memorandum dealing with the far-reaching powers which the bill seeks to confer on the Transport Minister. This is being circulated to those members, some 200 in number, who, at a meeting at the House of Commons on Tuesday, decided to telegraph to Bonaz Law in Paris asking him to meet them at a special conference before the report stage of the bill is taken. A reply was received from the Leader of the House last night agreeing to grant the desired interview on Monday afternoon.

Meanwhile, it may be remarked that the opposition to the bill appears to be well organised, and present prospects point to a keen fight to prevent the Government's scheme passing in its present form. It is stated that two main demands will be pressed:—

(1) For the exclusion of roads and docks from the bill.

(2) For the placing of electricity after the passing of the Electricity Supply Bill, under the Board of Trade, and not under the Transport Ministry.

The memorandum of the British Commonwealth Union states:—

(a) That it is inadvisable that Parliament should confer upon a single Minister of the Crown the powers contemplated in the bill, and that during the report stage of the measure in the House limitations should be imposed upon the Minister's discretion which would prevent his individual decision operating against free development and competitive advantage which private enterprise in transport has up to the present time conferred upon the community.

(b) That before the House of Commons commits itself to a policy of bureaucratic control of the whole machinery of transport, including railways, canals, and harbours, an exhaustive examination should be made of the financial results of railways, canals, and docks administration previous to and during the process of the war, so that unquestionable data may be available upon which to found a new transport policy within the United Kingdom.

(c) That it is quite within the province of Parliament to devise means for the investigation of every phase of transport and harbour administration contemplated by the bill, without conferring autocratic powers upon a single Minister, and that therefore the House of Commons should consider the creation of machinery with this object in view as precedent to the endorsement of the powers to be conferred upon the minister designate by the bill.

(d) That the provisions of the bill as it has left the Standing Committee do not adequately safeguard the interests of owners and shareholders in transport enterprise, and that such conditions should be imposed as will safeguard the investments which the public has made in building up great transport corporations which have contributed so much to national prosperity.

(e) That the most careful consideration should be extended to the alleviation of the burden which may be imposed upon the taxpayer in handing over to the State the vast machinery which the enterprise of the nation has built up for so many years, and with which is bound up, from so many points of view, the welfare of thousands of investors large and small, who on the faith of a succession of Acts of Parliament, have invested their savings in the development of national transport.

(f) That the cost of transport so intimately affects the success in world competition of the manufacturer and business man that it is dangerous to transfer from the existing expert administration of transport to a Government department the machinery relating to transport facilities, with all the incidents of officialdom, which are so characteristic of State management of all enterprises.

(g) That the welfare of the worker under present-day conditions of transport management shall be more unsatisfactory in the hands of the State, where bureaucratic methods shall replace the closer personal touch between direct management and the employee.

(h) That under the direct control of the State the incentive to improved methods shall be hampered and limited, and that the desire to develop transport facilities shall be governed by departmental and political considerations rather than the stimulation of private competitive enterprise.

London members are organising support for a clause to exclude the Port of London from the scheme.

MYRTLE DINGWALL.

In Miss Myrtle Dingwall, Banvard's American Musical Comedy Co. have a leading lady and prima-donna of merit, who is as versatile as she is clever, and bears the distinction of being not only a very capable leading lady, but a grand opera artist of ability. Miss Dingwall is an excellent linguist, and sings fluently in Italian, French, Spanish and English. She has a delightful accent that lends charm to her vocal offerings. Miss Dingwall is a talented musician, and handles a violin with the touch of a master. During the engagement of the Banvards at the Theatre Royal she will have plenty of opportunity to prove her remarkable ability. Miss Dingwall is a winsome young lady hardly out of her teens, very pretty, and possessing a charming personality. She has held many stellar engagements in America and comes to us fresh from "Up in the Air," one of the latest American musical comedy sensations. The first night of the return engagement will be Thursday.

THE BRITISH EFFORT.

WHAT THE EMPIRE DID AND SUFFERED.

An interesting article on "The Military Effort of the British Empire," in which such justice as figures can express is given to the supreme effort of the Empire during the war, has been published in the *London Times*. As the writer points out, figures cannot measure the extent to which the military effort of the United Kingdom was handicapped by the necessity of making munitions for the Allies, assisting their finances, maintaining the command of the sea, and keeping up the overseas carrying trade. Moreover, statistical comparisons are difficult to draw since national totals are rarely compiled by the same method. Yet when these necessary drawbacks are taken into consideration, a very striking impression is produced by a study of the figures for the total enlistments and casualties of the British Empire, and their comparison with such statistics as are available for our chief Allies.

The following table shows the total existing forces of the United Kingdom in August, 1918, and the totals recruited during the war:—

Country	Existing Force Aug. 1918	New Recruits	Total
United Kingdom	733,574	1,425,961	2,159,535
Canada	416,128	—	416,128
Scotland	57,618	—	57,618
Wales & Monmouth	27,204	—	27,204
Ireland	34,402	—	34,402
United Kingdom	4,070,902	2,485,501	6,556,403

Exactly parallel figures from the Dominions are not available, and the following table includes enlistments for certain portions of auxiliary service which are not included in the United Kingdom recruiting statistics:—

Country	Total in Arms	Total
Canada	628,984	—
Australia	416,949	—
New Zealand	230,000	—
South Africa	138,070	—
Newfoundland	11,922	—
Total Small Colonies	12,000	—
Empire (less United Kingdom)	1,425,961	—

The total number of enlistments in the British Empire therefore amounts to 7,982,360, to which must be added 1,544,185 Indian and coloured troops, making a grand total of 9,526,545.

These forces were distributed in the various theatres of war as follows:—

Theatre	Strength	Employed
France	2,048,901	5,398,583
Italy	132,687	145,784
Salonica	985,021	404,207
Dardanelles	127,737	408,897
Mesopotamia	447,531	888,702
Egypt and Palestine	432,857	1,192,511
Other Theatres	293,095	475,210
Total—All Theatres	3,875,844	—

It will be observed that this total is slightly larger than that given above. It contains certain Labour and Lines of Communications units which cannot be regarded strictly speaking as fighting troops. If the figures for the Navy, Merchant Service, and men employed at home for auxiliary military service were included, the total man power raised for service by the British Empire would exceed ten millions. Woman-power as represented only by women wearing an officially recognised uniform, amounted to 230,000.

The proportion of male enlistments to the total white male population of the British Empire is 24.07 per cent., while to the total white population of the British Empire it is 11.57 per cent. The following table is eloquent as to Ireland's achievements:—

Country	Total enlistment from Aug. 1914 to Nov. 11, 1918	Estimated white male population, 1914	Percentage of white male population
England (less Monmouth)	4,006,158	16,681,181	24.02
Wales and Monmouth	272,934	1,268,284	21.5
Scotland	567,618	2,351,943	23.71
Ireland	134,202	2,184,937	6.14
Total, United Kingdom	4,970,902	22,485,501	22.11

The table above includes only the enlistments since August, 1914, and not the total of 733,514 serving at that time. The full total for the United Kingdom is given in the following table, so as to make the figures parallel to those shown for the Dominions.

Country	Total sent overseas or in training at Nov. 11, 1918	Estimated white male population, 1914	Percentage of white male population
United Kingdom	5,704,416	22,485,501	25.36
United Kingdom (less Ireland)	5,540,314	20,301,278	27.28
Canada	428,118	3,400,000	12.59
Australia	351,814	2,470,000	14.24
New Zealand	112,225	580,000	19.35
South Africa	76,184	685,000	11.12
Other Theatres	293,095	—	—
Total	6,556,403	—	—

The casualty list for the British Empire is shown in the following table:—

Country	Killed	Wounded	Missing	Total
United Kingdom	440,007	1,649,940	252,222	2,342,169
United Kingdom (less Ireland)	428,118	1,628,725	240,000	2,296,843
Canada	55,175	148,725	707	204,607
Australia	52,282	111,215	3,121	166,618
New Zealand	16,321	40,768	—	57,089
South Africa	26,852	61,105	14,052	102,009
Other Theatres	—	—	—	—
Total	618,752	2,002,753	267,102	2,888,607

(Continued at foot of next column.)

BRITISH MARK ON JERUSALEM.

CITY CLEANED, STREETS WELL POLICED, ABUNDANT WATER.

The following letter describing the vastly improved conditions in Palestine and Syria since the occupation by the Allies has been received from Mr. F. Renwick, Cook's Tourist Agent at Jerusalem, by Mr. G. F. Harrison of New York:—

"Dear Mr. Harrison:—The other day I saw in an American newspaper a reference to your recent visit to the battlefields in northern France, so I thought you would be interested to hear something about Palestine.

"After an absence of over four years I reached Jerusalem last December. Egypt is still the gateway to Palestine, and after spending a few days in Cairo, one evening I left by the 6.15 o'clock train and reached Kantara at 11 o'clock. Here a transfer had to be made by motor lorry over the Suez Canal to the East Station. The military railway follows the ancient caravan route, used from time immemorial, across the Sinai Desert to Gaza. One hundred and twenty years ago Napoleon marched his army over this sandy stretch in about seven days. Today it is covered in a matter of hours. The line continues in a northerly direction through the Samson country to Ashdod, and on to Lydda, now called Ludd, noted for its fine groves of olive trees, which I am glad to say are still standing. The train runs on north along the Plain of Sharon to Jaffa, so as it was bound for Jerusalem it was necessary to make a change. From here the line follows the original track which ran from Jaffa to Jerusalem. I reached the Holy City at 11.50 o'clock in the morning. The uncertainty of being able to land at Jaffa is now a dream of the past. Some time in the near future travellers will be able to eat and sleep with comfort on the night journey just referred to.

"In appearance Jerusalem is just the same. Its walls and buildings did not suffer bombardment. Since the British occupation it certainly has been attacked by the scavengers and with good result, for one can now walk through those fascinating narrow streets without experiencing any of the old, disagreeable odours. The streets are well polished, better lighted and there is a feeling of security. Water has been brought a distance of twelve miles to the city, and stand-pipes are set up in different places where water can be obtained free. Westerners will hardly realise what a blessing this is to the inhabitants, who, before the war, had to rely on cistern water. Just inside are the Mohammedan custodians, but I was glad to see standing outside a British Tommy on guard with rifle and fixed bayonet. The Mosque of Omar is guarded by Indian soldiers, but the old sheikhs continue to show visitors around and expect the customary 'bakshish'.

"Before the war it was considered an event to see an automobile on the road, now they are rushing about everywhere, mostly of Ford make. They have certainly done invaluable service in the recent campaign.

"At St. George's Cathedral an affixing of a signet ring during the war, a young Egyptian to fame informed the Turkish military authorities that 'cannon' were hidden in the church. Men were sent with picks and spades, and in the north transept a large stone was removed and earth shovelled away for some depth, and, of course, nothing found. The Turkish command had confused the peace-time cannons of the church with the destructive cannons of war.

"I am sending you picture post-cards of the three large buildings erected around here by the Germans in recent years. They are now being used by our military authorities.

"Not far away from Jerusalem I visited a spot where a big fight had taken place. The mosque was bombarded and almost destroyed by the Turks. Trunks were hastily dug, and the gun pits are still there, and shell cases, empty cartridges, bullet-heads, are scattered all around as evidence of the struggle. There are one or two barbed wire enclosures, where lie the remains of our brave boys, marked by wooden crosses.

"From Jerusalem I went to Haifa, then by rail to the Lake of Galilee, which I crossed in a row-boat to Tiberias. Derelict motor cars and lorries left by the Turks and Germans are to be seen about. I continued on the railway through the romantic and beautiful Yarmouk Valley to Dera and Damascus. Then on to Baalbek, with a visit to those magnificent ruins, and afterwards to Beyrout.

"It may be of interest to you to hear that the American institution, the Syrian Protestant College at Beyrout, under President Howard Bliss, carried on its splendid educational work all through the war, with an interruption of only two weeks when diplomatic relations were broken off with Turkey.

"You are probably aware that the Turks commandeered most of the camp equipment from our depot in Jerusalem. We intend to renew as soon as possible, as this method of travel strongly appeals to the tourist, and is really the only satisfactory way of visiting places off the beaten track, such as Palmyra, Juras and Petra, that fascinating rock-hewn city of Eden.

"The past five years has been a period entirely of pulling down. Now is the time for reconstruction; railway rolling stock requires renewing, bridges building, roads making, hotels refurbishing, and endless other things. It will all take time. I hope something may be done to help by the end of the year, that next spring American travellers will be able to visit the country, and we will endeavour to give them a real good time.

Full figures are not available for all our Allies, and in the next table the French figures clearly do not include the slightly wounded:—

Coun. Killed. Wounded. Prisoners. Missing. Total.

French Empire: 61,207,250 2,782,779 4,561

France: 40,000,000 1,730,100 4,332

Serbia: 5,000,000 178,153 3,396

Belgium: 7,500,000 55,402 0-78

United States: 105,500,473 220,419 0-22

The naval effort of the British Empire is not included in the foregoing statistics.

THIS WEEK

try the following.

We are making special prices for the goods enumerated below for one week only—

Australian Biscuits per tin 80 cents

Asparagus, American " " 50 "

Chiver's English " " 40 "

Orange Marmalade " " 40 "

Van Camps, Sardines " " 30 "

in Olive Oil 1/2 tins " " 30 "

"Sapphire" Sardines " " 50 "

in Olive Oil 1/2 tins " " 50 "

"Crisco" for Frying " " 90 "

Pasty & Cake Making " " 90 "

Scotch Black Puddings " " 60 "

White " " 70 "

Bologna Sausage in tins " " 60 "

English Brawn " " 70 "

"IXL" Tasmanian " " 40 "

Jams in rom 2lb tins " " 40 "

Lever's Savon Surfin " " box 50 "

la Rose, 3 tabs in box " " box 50 "

Pearl Barley " " lb 15 "

Lemon Drops in 1/2 lb tins " " tin 40 "

LANE, CRAWFORD & CO.

HAPPY HIT CIGARETTES!

The Real Burley Cigarette

IT'S TOASTED.

An entirely New principle in

Cigarette Manufacture.

SOLE AGENTS:

THE HONGKONG CIGAR STORE CO., LTD.

Hotel Mansions.

Tel. 151.

Wm Powell Ltd

TELEPHONE 346

OUR ANNUAL CASH SALE

Commencing on Tuesday, August 5th, 1919, FOR 3 DAYS ONLY.

BARGAINS IN THE FANCY DEPARTMENTS.

LADIES' BOOTS & SHOES.

DRESS GOODS & REMNANTS.

NEW ADVERTISEMENTS

NOTICE

WE HAVE This Day REMOVED our Offices to Rooms Nos. 5, 6, 7 and 8 of the 2nd floor of ALEXANDRA BUILDING. SOARES & CO. [1072]
Hongkong, August 4th, 1919.

NOTICE OF REMOVAL

WE HAVE This Day REMOVED our Offices to 2nd floor, PRINCE'S BUILDING, 100, Queen's Road, Hongkong, August 1st, 1919. E. A. REAUMONT & CO. [1073]

WANTED

BY a British Qualified Man an appointment as SURGEON on Board a steamer sailing for Singapore and Penang. MEDICO. Apply—Care of "Daily Press" Office. [1074]

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO. LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "AGARETOR"

are hereby notified that the Cargo will be discharged into the Godowns where it will be left in the Godown where they will be ready for delivery from Godown on and after August 5th.

Optional cargo will be loaded, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godown where they will be examined on any Tuesdays and Fridays between the hours of 10 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after August 11th, will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before August 10th, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, August 2nd, 1919. [1075]

NOTICE

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or Identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.

Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is not exceeding \$50.

A. G. DA ROCHA, AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2532.

FAVoured with instructions from The Concerned, will sell by Public Auction TO-DAY (TUESDAY, August 5th, 1919, at 2 1/2 p.m.) at his Sales Room,

A QUANTITY OF MISCELLANEOUS GOODS & EFFECTS

20 cases Turkey's Liqueur Whisky 12 years old.

30 cases Medoc, qts Lelande & Co.

40 Dozen Playing Cards.

25 cases Nelly P. & Co. Vermouth.

10 " 6 years Old Red Port.

10 Dozen Tobacco Pipes.

2 " Cigarettes holders.

Trans—Cash on delivery.

Hongkong, August 1st, 1919.

PALACE HOTEL, KOWLOON.

Corner of Hailphong & Hankow Roads.

TEL. 211.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurbished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS, TERMS MODERATE.

Special Arrangement for Families on Application to—

J. H. OXBERRY, Proprietor. 910]

FRENCH LESSONS

G. MOUSSION.

11, MONTIGNON HILL ROAD.

[6]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1919.

With Index, Price \$7.50.

On Sale at the HONGKONG DAILY PRESS Office.

INTIMATIONS

ST. PETER'S CHURCH, WEST POINT, HONGKONG.

DURING AUGUST there will be Divine Service each Sunday at 11 a.m. but NO SERVICE at 8 a.m. [1032]

NOTICE

WE ARE REMOVING our Offices from August 4th, from No. 1, Duddell Street to 41, WYNDHAM STREET. CURRIMBOY & CO., LTD. Hongkong, August 1st, 1919. [1061]

A. S. WATSON & COMPANY, LTD.

OWING to the GREATLY INCREASED PRICE of SUGAR, the price of all our SWEET waters will be advanced Five Cents per dozen, as from this date, until further Notice. A. S. WATSON & CO., LTD. Hongkong, August 1st, 1919. [1057]

WANTED

A CHINESE ASSISTANT with good knowledge of English also for keeping accounts. \$1,000 cash guarantee required. Good salary to suitable man. Apply to—Care of "Daily Press" Office. [1053]

WANTED

COMPETENT TYPIST, STENO-TYPIST preferred. Apply stating salary required. W. S. BAILEY & CO., LTD., Kowloon. [1017]

WANTED

IMMEDIATELY, thoroughly efficient Typist and Stenographer. Apply stating salary required to—GILMAN & CO., LTD. [1063]

TO LET (UNFURNISHED)

NO. 9, MOUNTAIN VIEW, from 1st October, 1919. A.B. Apply—Care of "Daily Press" Office. [1064]

TO LET

NO. 102, THE PEAK, 6-Roomed House at the Peak. Apply to—FERGY SMITH SETH & FLEMING [1022]

TO LET

FURNISHED at the PEAK, No. 4, Stewart Terrace. Apply—H. E. POLLOCK, Supreme Court. [1037]

TO LET

FURNISHED for 12 months, No. 87, THE PEAK (No. 1 Stewart Terrace) containing 3 Bedrooms and Bathrooms, Hot and Cold Water, Drying room, Dining Room, Drawing Room, Sitting Room and Usual Offices and Servants' Quarters, also Large Garden. Possession July 15th. Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. 81

THE PEAK

FOR SALE A FIVE-ROOMED Residence. For particulars apply to—"J.Y.Z." Care of "Daily Press" Office. [1034]

FOR SALE or TO LET on long lease. FURNISHED or UNFURNISHED from October 1st, 1919. No. 98, THE PEAK, (End House of Stewart Terrace) Hot Water throughout, Double Grass Tennis Court with Pavilion and large Kitchen Garden. Apply—E. A. M. WILLIAMS, LOWE, BINGHAM & MATTHEWS, Chartered Bank Buildings. [1049]

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INTIMATIONS

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS

A N INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June, 1919, will be PAYABLE on TUESDAY, AUGUST 5th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, July 30th to TUESDAY, August 5th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors, JOHN ARNOLD, Acting Secretary. Hongkong, July 22nd, 1919. [1025]

HONGKONG TRAMWAY COMPANY, LIMITED. (Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND OF NINE PENCE per Share on account of the year 1919, has been declared.

The DIVIDEND will be payable on and after MONDAY, the 25th day of August, 1919, to Shareholders on the Register on MONDAY, the 11th day of August, 1919, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/6 per Dollar.

By Order of the Board, W. E. ROBERTS, Secretary. Hongkong, July 28th, 1919. [1043]

SHELL TRANSPORT AND TRADING COMPANY, LIMITED.

WE have been requested by the above Company to announce that, new shares will be issued at par to shareholders on the 18th June, 1919, in the proportion of ONE new share for every TWO old shares.

Holders of "A" SHARES should deposit their holdings not later than the 9th August, 1919, accompanied by payment of the equivalent of £1 Sterling for each new share claimed, with their Bankers who will stamp the warrants on the face thereof with the words "RIGHTS CLAIMED 1919."

Registered shareholders should pay to their Bankers the equivalent of £1 Sterling for each new share claimed, not later than the 9th August, 1919.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STARR, Chief Manager. Hongkong, July 28th, 1919. [1034]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "KUMISANG" having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Aug. 5th, will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, August 2nd, 1919. [1071]

NOTICE TO CONSIGNEES. OCEAN STEAMSHIP CO., LTD., AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's steamer "HYSON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after August 5th.

Optional cargo will be loaded, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after August 11th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before August 25th, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, August 2nd, 1919. [1069]

ON SALE. A TABLE OF THE RATES OF EXCHANGE AT BOMBAY For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Average for 35 years.

Price \$5 Cash. On Sale at the DAILY PRESS Office or Local Booksellers.

INTIMATION



DEWAR'S WHITE LABEL

FINEST SCOTCH

WHISKY

OF

GREAT AGE.

SOLE AGENTS:

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS,

TEL. 618

[12]

HONGKONG OFFICE: 10A, DES VOUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 5th, 1919.

THE ALLIES AND RUSSIA.

It is clear from the statement made in the House of Commons by Mr. Winston Churchill that it is the intention of Great Britain and the Allies generally to leave Russia to work out her own political salvation now that the anti-Bolshevik forces in the country have been organized and the danger that threatened Europe a year ago has been removed.

The French have left Odessa and we are gradually withdrawing from North Russia, the Caucasus and Siberia. It is anticipated that, if there is no hitch in the plans, there will hardly be a British soldier left in Russia a few months hence, but we shall continue to show our sympathy with our friends in a practical manner by continuing to supply munitions and money to General DENIKIN and Admiral KOLCHAK, whose troops are engaging 200,000 Bolsheviks, or two-thirds of Bolshevik's forces.

Labour at home has all along looked with disfavour upon our intervention in Russia. Though, in the words of the Chairman of the Labour Conference at Southport, they "all deplore the Bolshevik excesses" yet they regard the "anxiety of the authorities to assist and support any anti-Bolshevik effort under any leader, regardless of his past associations or future intentions, as an indication of a fixed determination on the part of certain sections of the community to use Bolshevik excesses, real or imaginary, as a reason for preventing the free development of Socialistic enterprise in the realm of politics."

We believe this to be a mistaken notion. The Provisional Government of Esthonia declare that they have established a democratic republic, chiefly owing to Great Britain's help, for which the people are deeply grateful, and they fear that if support is withheld Esthonia may become the victim of "Imperialist

Communism." It can at least be said of General DENIKIN and Admiral KOLCHAK that from the first they declared war on the Germans instead of seeking an alliance with them like LENIN and TROTSKY. But if an educated proletariat takes such a view as that recently expressed at the Labour Conference it can be readily understood how easily the Russian masses may misinterpret our motives.

As showing how the best intentions may be misunderstood, we may mention that many local Chinese of the humbler classes attribute the rise in rice, solely to the action of an Englishman in buying up all supplies. The workers of Great Britain are not merely apprehensive, however, lest Russia's "new-born democracy" should be destroyed in the interests of investors. On their own admission, they fear that so long as the policy of intervention is pursued there can be no question of disarmament and the "alleged need of conscription will remain."

We have no doubt, however, that when Colonel WARD, M.P., arrives in England he will be able to remove a good many misconceptions when called upon—as, assuredly, he will be—to justify his support of Admiral KOLCHAK. He is too sound a Labour leader to place his services at the disposal of a dictator without adequate cause and ample guarantees.

At a superficial glance it may appear that we have no more right actively to espouse the cause of one or other of the warring parties in Russia than we should have had to intervene with armed force in any other State during a revolution. In the case of Russia, however, we could not afford to look on unconcerned while our allies in that country were threatened with destruction and their opponents were ready to make common cause with our foes.

The Allied expedition to Siberia was undertaken with obvious reluctance to guard against the danger which the liberation of thousands of German prisoners-of-war presented and to extricate the Czechs, Slovaks, who had deserted from the Central Powers in order to fight on the side of the Allies and were struggling to get out of Russia by the only route open to them after the débacle on the Eastern front.

At the time it was made perfectly plain that there was no intention to remain permanently. The Allied occupation of Archangel and Murmansk checked German designs in other directions. Meanwhile, new States have been created which form a barrier between Russia and the Central Powers and promise to check the spread of anarchy westwards.

The actions which we have felt it incumbent upon us to take in the present situation are, as Mr. CHURCHILL explained, legacies of the war. They were justified, legally and morally, by the invitations extended to us by peoples of different races who were formerly bound together by the shackles of Tsardom and, after the revolution, exercised the right of self-determination in accordance with the avowed principles of LENIN and TROTSKY. Now that they are able to stand alone we can withdraw with a sense of comparative security and the knowledge that we have not betrayed our friends.

It is believed that the R.M.S. Empress of Asia has broken all the Pacific records by crossing at the rate of 19.6 knots.

A Chinese who expectorated in Court, yesterday, was warned by Mr. R. E. Lindell that if he did not desist he would be fined.

Dr. Donald MacGillivray, of Shanghai, received the LL.D. degree at a special convocation at Toronto University on June 7th.

The Chinese arrested in connection with the assault on Miss Esmeé Connell were produced at the Magistracy, yesterday, on a charge of robbery with violence. The case was remanded.

There was a rumour in circulation, yesterday, to the effect that several Chinese who had eaten a poisoned dog had died. At the Central Police Station, however, nothing was known of the matter.

Colonel E. G. Wright, C.B.E., commander of the British Garrison at Tientsin, was drowned at Shaukiwan a week ago. Col. Wright belonged to the 5th Bedford, which regiment he joined in 1886.

Sir John Walsham, Bart., of the Tientsin office of the Kailan Mining Administration, and Lady Walsham have returned to the Far East. Sir John Walsham has seen two years' service in France with the Chinese Labour Corps.

It was not war, G. R. Field, but Detective-Sergeant E. J. Field, who saved the American Marine from drowning, as reported in yesterday's issue. The Marine was not produced at the Magistracy, yesterday, as he is to be tried, we understand, by an American Court-Martial.

Mr. Walter Barrett, Inspector of Ship-Fitters, Naval Yard, who is leaving for Hongkong shortly, after six years in Hongkong, was presented, on Saturday, with a silver tea-set subscribed for by his brother officers. Mr. W. C. Rodney, foreman of the Dockyard, in making the presentation, spoke in high terms of Mr. Barrett.

A girl aged 13, was found strangled to death on Friday afternoon in an unnumbered matchbox at Shamsui. It appears that she stole \$50 and quantity of jewellery from her mistress and then disappeared, accompanied by a Chinese youth. The Police believe that the youth strangled the girl with the intention of escaping arrest.

Messrs. D. W. Barnet, A. Hutchins, Pat Murphy, A. Nicol, R. G. Robertson, and J. A. Munro, of the Hongkong Police Force, who left for Home on Military Service, returned to the Colony on Sunday by the *Agaveur*. Barnett and Hutchins have been awarded the military medal. Four new recruits for the Force came by the same boat. Eighteen other members of the Force are expected shortly on the *Antilochus*, and when these arrive the Force will be brought comparatively near to its pre-war strength.

Capt. de la Sala, of the *s.s. Theumpeh*, informs us that "the excellent description" of his ship's experiences in the grip of typhoon contained two inaccuracies. One was that he ordered those on board to don lifebelts, and the other was that he was so prostrated at the end of the voyage that he went home in an automobile. The facts were that he upbraided the crew for putting on lifebelts at the risk of alarming the passengers, and, although he ordered a motor-car to meet him on arrival in port as he was anxious to see his family, he did not use it but reported to his owners at once. He had very few hours' sleep, however, on the voyage.

THE ALLIES AND RUSSIA. It is clear from the statement made in the House of Commons by Mr. Winston Churchill that it is the intention of Great Britain and the Allies generally to leave Russia to work out her own political salvation now that the anti-Bolshevik forces in the country have been organized and the danger that threatened Europe a year ago has been removed.

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CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

RACIAL RIOTING AT CHICAGO

DISORDERLY SCENES CONTINUE.

CHICAGO, July 31st.

Yesterday evening, troops patrolled the negro district. There was considerable fighting elsewhere.

The negroes are firing on trains of the New York Central Railway.

Hundreds of negroes have appealed for protection. They may be said to be faced with starvation, as the drivers of supply-vans are afraid to enter the negro district.

Flies are burning in one white and a number of negro neighbourhoods.

BRITISH COLONIAL ADMINISTRATION.

SOME RECONSTRUCTION PROBLEMS.

LONDON, July 31st.

In the House of Commons, during his speech on the Colonial Office Estimates, Col. L. C. S. Amery stated that immense leeway must be made up in the Protectorates and Colonies. Administrations had been under-staffed and development was at a standstill.

He emphasised that reconstruction must be far more than the restoration of pre-war conditions. We must establish a new and more positive standard of duty and education towards the peoples to whom Parliament were responsible as trustees. There were territories of boundless potentialities which urgently demanded development in the interests of their own inhabitants and the impoverished world.

The British Colonial Administration was the best in the world before the war, but henceforth we intended to greatly improve on the old standard.

The Colonial Service must be brought to the highest state of proficiency. He paid a tribute to the work of the officials during wartime under exceptional difficulties, and declared that the whole permanent scale of salaries of the Colonial Civil Service needed revision, and must be seriously considered in the near future.

Married life must be made more possible by improvements in housing and health matters and should be the rule rather than the exception.

Moreover, the Government wished to enlist the full co-operation of the unofficial community, not only through the Council Chamber, but by advice and support. The ideal at which they were aiming was to secure the participation of the people, as far as capable, in the Government of the country.

The problem was difficult and complex—sometimes owing to the backwardness of the population, sometimes owing to the smallness and scattered character of the people, or as at Malta, where the population lived within the precincts of a military fortress.

Health was one of the gravest problems of reconstruction. Countries must be made healthy, not only for white people, but for the whole population. Diseases must be tackled in a comprehensive and very bold spirit.

Furthermore, in the labour problem our main hope lay in inducing the native to become a cultivator.

Railways in the Crown Colonies must be multiplied.

COST OF LIVING IN AMERICA.

PRESIDENT WILSON TAKING STEPS.

WASHINGTON, July 31st.

The increase in the cost of living is causing trouble in the United States. President Wilson has issued a statement that he is devoting his whole attention to the matter.

STRIKE OF AMERICAN RAILWAY MEN THREATENED.

The President of the Railwaymen's Union threatens drastic steps unless wages are raised or prices reduced before October 1st. The heads of important Government Departments hurriedly met to discuss preliminary measures.

FIGHTING BOLSHEVISM.

GENERAL RAWLINSON PROCEEDING TO RUSSIA.

LONDON, July 31st.

It is officially stated that General Rawlinson is proceeding to North Russia immediately to co-ordinate in the difficult military operation of the withdrawal of the Archangel and Murmansk forces.

BRITISH GENERALS HONOURED.

In recognition of their valuable services, General Maynard and General Ironside have been awarded the Knight Commandership of the Bath.

POLISH SUCCESSES.

LONDON, July 31st.

The Poles now occupy all East Galicia, which was temporarily assigned them by the Peace Conference, and continue to advance against the Bolsheviks. They have reached the Vilna-Minsk Railway.

ON THE NORTH RUSSIAN FRONT.

On the North Russian front steps have been taken to prevent further trouble among our Russian troops.

SACKING AND MURDERING.

The Bolsheviks continue to move westward along the shores of the White Sea, sacking and murdering on their way.

GENERAL DENIKIN'S PROSPECTS.

General Denikin appears to be holding his own on all his fronts, but his prospects depend on his ability to improve the material condition of the inhabitants in the liberated area.

GREAT VICTORY FOR GENERAL DENIKIN'S ARMY.

LONDON, July 31st.

A communique states that a great victory has been gained by General Denikin's army.

The important town of Kamishin, on the Volga, 120 miles north of Tarsitsin, which, for a considerable time, has been the immediate objective in the advance towards Saratov, has fallen into their hands.

The town is situated midway between Tarsitsin and Saratov and is the terminus of the Tambov-Balashov-Kamishin Railway. Its possession gives General Denikin a firmer footing on the greatest and most important river in the country.

It brings the junction of the Volunteers with the Ural Cossacks appreciably nearer, and also constitutes a further threat to Bolshevik communications with Astrakhan.

The attack was launched on July 25th and was completely successful. General Denikin's forces immediately pushed forward to the line—Antipovka-Budaya-Glinka-Talodack-Petrinin, twelve miles from Kishin, capturing 5,000 Bolsheviks, nine guns, many machine-guns and a great store of war material.

The Bolsheviks, alarmed at the sudden rapid progress, made every effort to stem the advance, fighting desperately. Their cavalry, in particular, fiercely counter-attacked. Nevertheless, the Volunteers pressed on making further material gains during the advance.

They entered Kamishin on July 30th, passed on, and are now pursuing the fleeing enemy 12 miles beyond the town.

THE METROPOLITAN POLICE

A GENERAL STRIKE THREATENED

LONDON, July 31st.

A meeting of the London Police has declared in favour of an immediate strike.

The chairman of the Police Union states that they demand the withdrawal of the Police Bill and the recognition of the Union.

HUNGARY.

RUMANIANS PURSUING THE HUNGARIANS.

LONDON, July 31st.

Information has been received that the Rumanians are pursuing the Hungarians beyond the Theiss.

M. BELA KUN NOT REPLACED.

The British representative at Vienna reports that the recent rumour that Dr. Samuels had replaced M. Bela Kun is inaccurate.

THE NATION'S THANKS

TO THOSE WHO WON THE WAR.

LONDON, July 31st.

It is understood that the text of the vote of thanks to the Forces of the Crown which is being moved next week in both Houses of Parliament will be practically similar to that of the resolution adopted at the close of the South African War, save that a tribute will be paid to the Air Service and the immense army of other workers who contributed to the successful issue.

WAR HISTORY.

WHEN LUDENDORFF GAVE UP HOPE.

LONDON, July 31st.

Revelations in regard to the secret history of the war continue daily. They are mostly mutual recriminations, but the main fact emerges that, after August last, the German leaders were torn by conflicting emotions.

General von Ludendorff held his ground until the end of September, when he admitted there was no hope. This resulted in a complete change of the army attitude, culminating in General von Hindenburg's dramatic declaration on October 3rd, insisting on an immediate offer of peace, in spite of the loss of the German Colonies, Alsace and Poland.

BRITISH LABOUR CRISIS.

HOW THE NEGOTIATIONS BROKE DOWN.

LONDON, July 31st.

The general public is amazed at the breakdown in the strike negotiations, the immediate cause of which is the refusal of Mr. Smith, President of the Yorkshire Miners' Federation, to recognise the right of the Miners' Federation of Great Britain to negotiate a formula regarding rates applicable to Yorkshire.

Mr. Smith has asked the owners to negotiate independently of the formula accepted by the Miners' Federation of Great Britain, and to accept as a basis that every collier should receive the same pay for seven hours as he formerly did for eight hours. This would mean the elimination of piece-work because, whatever the output, the payment would be the same.

However, the obligations of the owners to the Coal Controller in any case prevented them from agreeing to negotiate independently. The negotiations thus broke down.

RACING AT HOME.

THE GOODWOOD CUP RESULT.

LONDON, July 31st.

The Goodwood Cup resulted as follows:
Queen's Square 1
White Heat 2
Splutter 3

Five ran. Won by two lengths, three-quarters of a length separating second and third.

The betting was as follows:—Queen's Square, 7 to 4; White Heat, 100 to 30; Splutter, 20 to 1.

THE SILVER MARKET.

CONSIDERABLE RISE IN PRICE.

LONDON, July 31st.

Messrs. Montagu & Co.'s report states that, owing to continued scarcity of stocks, spot silver continues in good demand, the premium being maintained.

The price has risen considerably, carrying with it the price of forward delivery.

Over 2,000,000 ounces of silver were shipped to China and Japan from San Francisco on July 20th.

Silver is quoted at 55 9/16d. buyers and 55 1/2d. sellers, with China buying.

"THE LADY OF THE CAMELLIAS"

Dora Charlton, aged 24, who travelled on a false American passport, committed suicide in Turin on Monday, when she was arrested as a spy.

She made frequent trips between Italy and Germany by way of Switzerland during the war and is alleged to have obtained important military information from allied officers, by whom she was nicknamed "The Lady of the Camellias," because she always wore those flowers.

She was a beautiful woman and posed as an American. She stayed at the best hotels, had plenty of money, and wore the latest Parisian gowns, which, it is alleged, were supplied by the German Police Department.

OXFORD 'COMMEMORATION'

PRINCE OF WALES A.D.C.

MARSHAL JOFFRE HONOURED.

The Eboracian, the chief event of Oxford Commemoration, was once more held, on June 25th, in the Sheldonian Theatre, Wren's historic building. This year's ceremony, the Victory commemoration, marked a revival of interest and importance in the gathering, and in this respect it will rank with some of the most memorable of its predecessors. The Prince of Wales was unable to be present owing to his engagements in the Principality, and other notable guests for the occasion of State included President Wilson, Marshal Foch, M. Venizelos, M. Paderewski, Signor Orlando (formerly Prime Minister of Italy), Baron Makino (Japanese Plenipotentiary at Paris), the Maharajah of Bikanir, Mr. G. N. Barnes, M.P., and General Sir William Robertson.

The list of degrees embraced some of the most distinguished men in Europe and America.

The D.C.L. Degree of Diploma was conferred on the Prince of Wales, Magdalen College, and this was done with hearty acclamation. His Royal Highness has intimated that he hopes to fix a day after his contemplated visit to Canada when he will come to Oxford to receive the degree at the hands of the University authorities.

PUBLIC ORATOR'S TRIBUTES.

The proposed degrees were submitted to Convocation and heartily approved. The new degrees were presented by the Public Orator, Dr. A. D. Godley, Magdalen College.

Of Marshal Joffre, the Public Orator said his already great reputation placed him at the head of the French armies in 1914. He was no longer young, but his vigour was that of a man still in the prime of life. By shattering the first onslaught of the Germans he saved France, and forced the enemy to a stationary warfare. More than this, it was under his command that the British Expeditionary Force, with its undiminished spirit of endurance which never afterwards failed, came to Oxford not only as a great general, but as a living proof of the friendship cemented on many battlefields which bound them to their gallant Allies.

Dr. Godley, introducing General Pershing, said that none could doubt that America would sooner or later stand shoulder to shoulder with England in the war against tyranny. The intervention of her troops at a supremely critical moment, and the circumstances attending it, must form one of the most remarkable pages in history. He was a soldier with a great record of service, and his presence there was a pledge of the union with America, an alliance which Oxford had for some time been doing their best to foster.

Of Admiral Beatty, the Public Orator said the war had vastly added to the great reputation of the British Navy. The long vigil of the Fleet, with all its hardships, was repaid by the total annihilation of German sea-power. Admiral Beatty was himself a type of the British sailor, of those famous sea captains whose aim was always to attack, and whose word in action was "Engage the enemy more closely." With this spirit he inspired all under his command, and hence the daring shown in countless engagements, notably the raids on Ostend and Zeebrugge.

General Sir Douglas Haig, Dr. Godley said, had most truly won undying renown for himself and a reflected glory for his own college and the whole University. He had done more. He had greatly added to the fame of the British Army. He had the qualities of fortitude and calm endurance which distinguished the British soldier. Hence the unbroken resistance between the Army and its leader. There were many persons who would bear witness that no danger shook him. They well remembered the spirit which breathed in his orders to the Army in the dark days of the spring of 1918. Now he was rewarded by complete victory, and it was for Oxford especially to honour her famous son.

General Sir H. Wilson, Dr. Godley said, in his many high commands had always maintained the reputation of a talented and vigorous soldier and administrator. Admiral Sir R. Wemyss, the Public Orator remarked, had done eminent service in the war, notably at Gallipoli, and he had held high commands in India and Egypt.

devotion of the dominions.

Of Lord, General Sir J. Monash, Dr. Godley said it was a foolish belief of former generations that our Colonies would soon separate themselves from the Mother Country, but over and over again they had proved themselves loyal and devoted citizens of the Empire, as witness the recent countless battles in which the desperate valour of volunteers from Australia and New Zealand had won them undying laurels.

Rear-Admiral Sir W. R. Hall's work as Director of the Intelligence Division of the Admiralty War Staff, the Public Orator said, was recognised as being of supreme importance to the country. He had been a most efficient director and the terror of enemy spies.

The danger of starvation caused by the war called for the highest administrative talent in the distribution of American food supplies, and Mr. H. C. Hoover had proved himself equal to this colossal task.

Of Lord Robert Cecil, the Public Orator said his close association with the University of Oxford would of itself ensure him a warm welcome. He had great abilities and hereditary gifts, and one of his chief present aims was the establishment and organisation of the League of Nations. Whatever might be the ultimate effect of the great conception, it remained a high and ennobling ideal.

Mr. J. R. Clynes, Dr. Godley said, was a member of the Labour party, but he had shown that no man could be really that of the people which did not conduce to the well-being of people in general. In the discharge of the onerous duties of food control he had given satisfaction to the vast majority of people, and no one could hope to do more than that.

LORD BERESFORD AND THE GERMAN NAVY.

THE DEBT DUE TO THE PRESS.

LONDON, July 31st.

Proceeding the full-dress rehearsal of the Military Tournament at Olympia, on June 25th, Major-General Fielding and the committee entertained a large company, mainly composed of representatives of the Press, French officers, and many gentlemen who had helped to make the tournament a success, to luncheon.

The chairman, having welcomed the guests, said the present tournament showed marked changes in comparison with its predecessors. It was the forty-first of its kind, and for the past five years it had not been held. In the present demonstration they were going to produce all the latest, and most modern types of implements of war—bombs, aeroplanes, artillery barrage, and, in fact, all the latest things that had been seen on the field of battle. All the Forces of the Empire would be represented; all the new weapons and organisations would be present in some form or other, and enter into the programme. The responsibilities of the committee of the tournament were great; their idea was to encourage every citizen to compete in every form of exercise necessary to its profession, and for these competitions prizes were given for regional tournaments, district tournaments, and prizes were given by Olympia itself. The object of the tournament was also to advertise all the Forces of the Crown so as to popularise them to the nation at large. (Cheers.)

The Military Tournament paid all expenses, and kept the men, and there were no expenses borne by the public. After they had paid all those enormous expenses the surplus was handed over to the Army Council to expend on such charities as were necessary. He was perfectly certain they would be glad to hear that they had that day for the first time French troops appearing at the tournament. (Cheers.) The tournament had never done so well in selling tickets as it had on this occasion, and this was due to the Press, to whom he tendered his warmest thanks. (Cheers.)

Major-General Seely said it was his pleasant duty, on behalf of the Government and on behalf of the Forces of the Crown, which he presented that day, to propose the toast of "The Press." They celebrated that day the advent of peace, and for the first time for several years they were able to hold a tournament. He thought they might say that among the manifold causes which led to their great success and the glorious victory, one of the chief was the help they had had, not only from their Dominions, but from their Allies. Continuing, General Seely said that the tournament owed most of its success to the generous publicity given it by the Press, to whom he desired to offer hearty thanks. They owed them deep gratitude for what they had done in the past, and their lively thanks for favours to come.

A LEAGUE OF IRRITATIONS.

Admiral Lord Beresford said they all cordially endorsed what General Seely had said about the French nation. In the old days they had been chivalrous enemies, and now they were most warm and affectionate friends. He hoped it would continue. They knew that they would continue to have the esteem and admiration of the British nation for the way in which they had conducted the war. They were the possessors of the air service. It was essential that the British should have supremacy in the air as on the sea. England was no longer an island. He could not conceal the admiration they felt for the young men of England who had fought her battles in the air. He was confident that Great Britain bred that kind of young man, with pluck, grit, resource, and independence of action. Other nations might do as well, but none should do better. He felt a little anxious about the future. There was a suggestion about, which they hoped would bear fruit, for a League of Nations. He called it a "League of Irritations" himself—(laughter)—but he wished it every success, and would do everything he could to help it. At the same time he feared it was more likely to breed war than to maintain peace. The other day they had an example of what might happen. The German fleet had been put into the charge of the British Navy, but there had been a proviso which made it absolutely impossible for the Government and the Admiralty to guard the fleet properly. The result had been that the Germans had broken it. He did not blame the Germans. He knew that the British would have done the same in the circumstances, but they would never have got into the circumstances. (Laughter and cheers.) British crews would have fought and gone down with their ships if they had been beaten, but they would never have been beaten. There was a mandate given to them saying that they could not take charge of the German fleet. It was humiliating to us and to the British Navy, and it might make differences—unhappy and peculiar differences—between us and our Allies. The Germans had committed a deplorable and cowardly action when they burned the French ensign, and he felt most warmly for the French nation in regard to that incident. Eulogising the work of the Press, Lord Beresford said the old idea square was to "turn him out"; now they ran to the newspaper to see what was going on with their friends at the front. Now the Pressman was put into the best position; he was put into the trenches, the front-line trenches, where he would have an opportunity, if he were not killed, of giving the country the facts of the case. They owed an enormous lot to the Press, and there was no good in putting them in the background. In conclusion, Lord Beresford exhorted his hearers to maintain that grand spirit of good comradeship which had been the basis of our success from the beginning to the end of the war. (Cheers.)

BRITISH WAR CORRESPONDENTS.

Viscount, Burmah said it was not a question of popularising the forces of the Crown. Those forces were never so popular as they were now.

(Continued at foot of next column.)

POSTAL CENSOR GOING.

UNRAVELLED GERMAN SECRETS.

LONDON, July 31st.

The work of the Postal Censor, which is shortly to be brought to a close, says a London paper of late May, will make when it is all related, one of the most interesting and romantic chapters of the war.

As many as 150,000 letters a day have been examined by a staff of nearly 4,000 men and women. Often when a letter or parcel has been apparently harmless the suspicions of the examiners have been aroused, and chemical tests have revealed secret writing and X-rays have detected articles concealed in parcels.

A favourite method employed by Germans abroad to send food to those at home was to make up a roll containing rice, coffee, cocoa, and so on, and attach false ends to it to make it look like a parcel of newspapers. Others would fold their papers, lay them flat together, cut large holes in the centre, and pack these hollow spaces with rubber and other articles.

OLD WINE IN NEW BOTTLES.

Germans at home would send forth their propaganda, under false covers. What appeared, for example, to be a school edition of Homer would contain pamphlets on British-Government in India. Similarly, magazines, covers dated would be used for concealing the nature of 1915. The Germans were putting their new wine into old bottles in this way, as the library and museum, that have been formed by the department, abundantly testify.

Some of the most curious things in the library are the cartoons which the Germans tried to send broadcast. One, when unity of command was established, represented the British Lion; another, when American entered the war, depicted all the members of the Roosevelt family as Red Indians flourishing tomahawks.

In the museum are many curiosities which were addressed to the Kaiser—baroque chicken bones and dry bread, a "scarab that is cursed," and an American cartoon marked "If party is not there, please forward to St. Helena."

Whilst these and similar discoveries added a curious interest to the work of the department, information of a more valuable kind was constantly obtained by the expert commercial staff of the Censor. Without this very vigilant censorship, the trading with the enemy laws could not have been enforced. In all the most important cases the prosecution relied largely upon its evidence.

100 DIFFERENT LANGUAGES.

The censorship made it impossible for the enemy to communicate with his overseas markets, and innumerable letters from enemy sources indicated how much this factor contributed to the pressure of the blockade. Elaborate schemes by the enemy for being first in the markets of the world when the war was over were defeated by the fact that they were invariably discovered by the Censor.

The prisoners-of-war, whose letters are still being censored, are full of the one idea of getting home. They are very angry about the peace terms, but say their Government will sign, but will not keep them.

Letters in more than 100 different languages have had to be deciphered by an expert staff of 90 linguists. Amongst the most difficult of these communications were those written in Basque, Zulu, Chinese, and such devices as Greek in Turkish and Bulgarian characters. But no difficulty has ever been too great for the department to overcome. The censorship has done useful work and has kept the Government constantly informed on a thousand things which were vital to the winning of the war.

As they were to-day. (Cheers.) They would be strangely ungrateful if they did not think so. The Press would be untrue to its traditions and to the public if it did not interpret that view on all occasions. They all knew the common talk about the unpreparedness of Great Britain for war. It was quite true that the British State was not prepared for a war of this magnitude, but they could not say, after what the Regular Army did in 1914, that that Army was unprepared or untrained. (Hear, hear.) Never was the Press so well prepared as on the occasion of this war. Three years before it broke out arrangements had been made by the Admiralty, War Office, and Press Committee, that war correspondents should accompany the first contingent that landed on foreign shores, and the names of the war correspondents were accepted. The Press had even bought the horses and saddles, and it was no fault of theirs that they were unable to do justice to the superb achievements of the British Army. The war correspondents were not allowed to go. When he went to France in June, 1915, war correspondents were playing cricket in the grounds of a chateau near St. Omer, which they were hardly allowed to leave. Things were altered afterwards. It was found that it was necessary to give the Press proper facilities for the responsible duties they had to perform, and in the latter days of the war they were given them, and the system worked admirably. He thought they had reason, and editors would agree with him, to be proud of the work of British war correspondents. (Hear, hear.) They were proud of the fact that their correspondents were in the front line trenches. Those who represented the British Press shrank no danger in the position that they might do justice to the public they represented and the public they served. (Hear, hear.) He did not believe that in the future the facilities which had been accorded to the Press in regard to war reports would be withdrawn; they would be recognised as part of the necessary machinery of the State and given facilities according to the necessities of the time on behalf of the great public which required to hear the truth, and nothing but the truth. (Hear, hear.) War correspondents had, so far, not received the honour that was their due.

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TON; INDIA, B. K. PAUL & Co., CALCUTTAIN PRAISE OF VICTORIAN
ENGLAND.THE AWAKENING OF NATIONAL
CONSCIOUSNESS.

[BY A. G. G.]

A hundred years ago Queen Victoria
was born at Kensington Palace. The era
to which her name is given and in which
she played so considerable a part is one
of the completest chapters in human
annals. The Victorian century may be
said to have begun with the fall of
Napoleon and to have ended with the fall
of the Kaiser. Between these two events
the fabric of the world has been reshaped
more profoundly, perhaps than in any
thousand years that had gone before.It is true that if, by the aid of Mr.
Wells' Time Machine, we could roll back
the tide of years and open our eyes upon
the sun with the infant in Kensington
Palace, there would be certain broad fea-
tures which would be familiar. We
should find Europe stained as now with
the blood of innumerable hosts of men who
had fallen in wars before the magnitude
of which all previous wars seemed trivial.
We should find the chief villain of the
piece—not a German this time, but a
Frenchman; no, not even a Frenchman,
but an Italian born in Corsica, while the
Corsican patriots were still fighting for
their liberties against France; so strange
are the jests of patriotism—we should find
him, like the chief villain of the piece, con-
sidering his part in the under the stern
guidance of this country, his dream of
world empire shrunk to the dimensions of
a lump of rock in a far off sea. We
should find Europe sitting on the head of
France as it is sitting, though more
humbly on the head of Germany to-day,
and we should find the people of this coun-
try rejoicing that the French, whom
internecine war with the French, whom
every English boy was taught to regard
as the authentic children of the devil,
had ended in the final and complete over-
throw of that race of desperate criminals.
We should find great statesmen—among
them the ineffable Castlereagh—talking
about a League of Perpetual Peace, and
we should find the Holy Alliance of King-
doms meeting at Vienna to bring it about by the
agreeable expedient of suppressing liberty
everywhere.In fact, we should be tempted, as the
result of our excursion into the past, to
say that nothing has changed, that in the
interval the wheel of things has only made
another revolution and brought us back
to the place from which it started.
And for the gloomy philosopher who holds
that life moves in circles, but does not
progress—the humanity is only like the
donkey one used to see at Carisbrooke
Castle, forever treading a wheel that for-
ever went round, without getting any-
where, creating any forward movement,
the parallel would be quite satisfying and
convincing.But a glance below these external
similarities may correct the depressing
conviction that it is all a jest, an eternal
roundabout of frantic absurdities leading
nowhere. The wise man will not look for
the correction in the ordinary uncer-
tainities of "progress." He will not like
the pathetic author of an article I read the
other day in one of those banal Sunday
papers—he will not assume that God's
in his heaven and all's right with
the world because we have learned to fly and
shall soon be able to go round the world
in a week, instead of the eighty years it
takes now or the four thousand years it
takes when we were first made. What
does it matter, as Ruskin asked,
whether one fool can get from Buxton to
Bakewell in half an hour, while another
fool gets from Bakewell to Buxton? These
things may be a useful handmaid
of the human spirit, but they may just
as easily be the enemy of the human spirit.
They may be only the instrument for
substituting one form of servitude for
another, or for debasing life instead of
ennobling it.It was this acceptance of material
achievements as the proof of Progress that
was the source of the complacent self-satis-
faction which was so characteristic of the
Victorians. Even so good and humane a
man as Macaulay was led astray by man's
sudden and astounding victory over
things. He saw science unveiling all the
mysteries of matter, and the countryside
belching forth magnificent clouds of
smoke, and factory chimneys springing
up like mushrooms everywhere and the
valleys being converted into glorious
buddies of dingy smoke, and the imports
and the exports bounding, and he
shrilled in triumph over these prodigies
of Progress. "Rose bushes and poor
rates, rather than steam engines and
independence," he shouted at poor poet
Southey who had been lamenting the
ugliness of the effects of the industrial
revolution. Let the birds stand thick
with factories and the hillsides be cover-
ed with black rhythms of smoke and he
had no doubt that the New Jerusalem was
in sight.We are much less sure to-day. We can
see that that industrial revolution, com-
bined with the deadly Enclosure Acts and
the eviction of the people from their
inhabitations of the soil, poisoned the
human current. It increased its volume,
but polluted it as the factories themselves
polluted the streams by which they rose.
I stood one day by the confluence of the
Ribble and the Calder—the Ribble coming
down in purity from the Yorkshire moors,
the Calder coming up from the mills of
Burnley with water black as ink. And
on the bank, by the junction of the rivers,
I saw hundreds of dead fish from the
Ribble poisoned on the first contact with
the foul impurities of the industrial
stream. It was not a bad allegory of the
effect of the industrial revolution upon
the human current of this country. It
ought, properly used, to have enriched the
common life, but instead it fixed new and
hard chains upon it. It drew it into
families of horrible tenements, and ran it
through the machine of impersonal com-
mercialism without regard to the humani-
ties or amenities of life. It made many
poor to make a few rich, and that, as
Cromwell said, "suits not the Common-
wealth." Macaulay and the Early Vic-
torians, dazzled by the riches and the
material trade returns, overlooked the
price that was being paid for them in the
creation of vast slum populations of
stunted and soulless life.

THE CHILD.

But though this aspect of the Victorian
century may make us hesitate to accept
its astonishing material triumphs as the
evidence of Progress, there are other
phases which more than adjust the bal-
ance, and leave us with a modest con-
fidence that we have not quite returned
to the place from which we started on
that May morning of 1819. I leave aside
the intellectual triumphs, as I leave aside
the material triumphs. Intellectualism,
as we have just seen in Germany, may as
easily be the instrument of diabolism as
of grace. It is in the growth of a social
conscience that the Victorians achieved
their permanent victory; and in that sense
Macaulay was a more representative figure
of the age than Macaulay. If they had
done nothing else than emancipate the
child from slavery they would have won
a crown more splendid than any of their
forefathers. It was a terrible thing to
be born a poor child a century ago—an
unpardonable thing to be born a friendless
child. The horrors of childhood in in-
dustrial England then, as they are pictur-
ed in the painful pages of the Ham-
monds' "Town Labourer" are a thing
to make the blood run cold. They were
inflicted not only by the grinding and
Sowerberrys, but by people who were
often kindly and human, but thoughtless,
unimaginative, and whose conscience was
numbed by the tradition of centuries.
The Victorians awakened the conscience,
and the child came out of the dungeon
into the light of things. It will never
return to the dungeon again.This is only one illustration of that
great current of humanitarianism which as
the century advanced gathered momentum
and irrigated the arid desert of in-
dustrialism. It did not make that desert
a blossoming of the rose, but it implanted
a profound and permanent note of
sympathy which, much as we may dislike
the conception of a commonwealth that
should found itself ultimately not on
great riches, but on the wealth of noble
living in widest commonality spread.THE GOOD EUROPEAN.
And it was not only the domestic con-
science that was awakened. An even
grander note was struck in the wider
theatre of the world. It was the period
of the good European, the statesman
who related their narrow patriotism to
the larger claims of humanity. Fox and
Burke had been lonely voices in Eight-
eenth Century England, but it was as
the successor of these great men in the
councils of the world that Gladstone will
live as the most representative English
statesman of the Victorian century. It
was a century that saw such men as
oppressed by all laws were such as had
been heard twice before in history,
when Fox gloriously upheld the French
Revolution, and when Cromwell wrote
that immortal letter to the French King
on behalf of theslaughtered saints, whose bones
lie scattered on the Alpine mountainside.But it was only the Victorian whose
voice could be said to express the moral
indignation of a national conscience
awake to wrong wherever it was done.THE KEYNOTE.
And it is in this sphere that we come
to the greatest and most enduring achieve-
ment of the Victorian century. In spite
of all its ups and downs, its unhappy
wars and its staggering charity, it was
a century that set up democracy at
home and established liberty as the
foundation stone of the British Empire.
It was the liberal ideal that was the key-
note of policy. Free Trade was not only
an economic triumph; it was as much a
proclamation of a new world as the
Alabama Arbitration. The Victorian
era began with the liberal triumph that
saved Canada to the Empire and closed
with the liberal triumph that saved South
Africa to the Empire. It was marked
by the Mutiny, but it was marked, too,
by the Proclamation of 1857 which is the
Magna Charta of Indian liberties.There is no need to apologize for the
Victorian era. It had faults and limita-
tions. Many of the articles of its creed
were found to have been illusions; many
of its activities were vain. Its morality
was a little prudish, its mind was too
much on the counting-house, and Samuel
Smiles reflected its hagiology too faith-
fully. But it won freedom at home and
gave freedom abroad; it preached respect
in public life and the virtues of probity
and justice; it raised the virtues of probity
and honour which are little revered
now. We should have less anxiety about
the future to-day if we could see practi-
cal idealism and high statesmanship at
the service of the nation in the same mea-
sure as they were at the service of Vic-
torian England. —Daily News.

IDLE MINERS.

Speaking in Leeds, recently, on the
subject of the nationalisation of coal-
mines, Lord Gainsford said that a
good deal of evidence had been
brought before the Coal Commission
to show that the miners were doing
their best to decrease the output and to
increase the price. He tried to show
during the last few days that the reason
for the decreased output was the shortage
of tubs. The figures which he had in his
possession showed that the miners were
working less coal than they used to do.
At one colliery in which he was interest-
ed during the half-year ended October,
1918, 11.57 per cent. of the men were
idle, and in the half-year ended
April 30th last this figure had grown to
12.29 per cent. As to the amount of coal
turned out, one found that at a typical
bit in 1918 the average output per shift
was 3.3 tons, but in 1919 (as far as it
had gone) the average was only 2.8 tons,
or about half a ton less. The statistics
for the collieries which he had exam-
ined showed the same trend. If each man
put an extra half-hundredweight to the
surface this would mean 70,000,000 tons
a year, which would more than make up
the difference between the requirements
of the country and the output. The men
were avowedly out to destroy private pro-
fit, and if the collieries once went there
making no reason why every other profit-
maker should not be nationalised. Indeed, that
would be the logical outcome if the coal-
mines were nationalised.

A FOOL AND HIS MONEY.

[BY EDGAR WALLACE.]

You are spending too much money.
That is a general accusation which will
miss very few. It applies less to the rich
than to the middle classes and to the ones
time poor.You are spending more than you ever
earned and more than you have ever
saved; you are spending borrowed money
with the light-hearted prodigality of the
spendthrift, who thinks his liability
ended when he puts his name at the foot
of an I.O.U."I don't know where the money comes
from," said a leading draper. "People,
women mostly, stroll in here and when
you ask them what they want, they do
not know—all they are certain about is
that they want to spend money."
And that is just what is happening
everywhere.People are buying for the sake of buy-
ing.
In the old days women went to the shop
with a specific necessity in mind. They
chose the thing they wanted, and if the
price did not suit them they tried
somewhere else. They went shopping in
the same spirit as one "shops" at the
chemist's. You do not go to the chemist
on the off-chance of lighting upon a medi-
cine that pleases you; you carry your
prescription or need in mind and you
come away with your purchase.

ORDY OF EXTRAVAGANCE.

Everybody agrees that there is a lot
of money about, and most people have
only the vaguest idea where it is coming
from. The "money" is in the form of
a slip which comes from the printer and
which is printed on the understanding
that it will be redeemed in gold some
time in the future. Every Bradbury's is
a promissory note which you will be called
upon to redeem. The big money which
everybody seems to possess is so much cash
in advance. You say you have the money
and why shouldn't you have a good time
while it lasts? That is all right if you
are going to die when the last pound is
expended, and if the State will very
kindly provide for your children, but
your good time is purchased at the cost
of your own discomfort and poverty in the
future.You can blame the war for this present
orgy of extravagance. Before the war
there were hundreds of thousands of
families that could just manage on the
wages that were brought in every week.
Their savings were represented by small
insurances against death or accident. For
years these families, poor and middle
class alike, had been used to spending
every penny they earned; for the simple
reason they could not live unless they did
so. Then came the war. New sources of
income were revealed. Hundreds and
thousands of soldiers' wives received
from the Government more than they
had ever received from their lords and
masters, and people still spent all that
they earned.

NEW SPENDTHRIFTS.

A new class of spender came into exist-
ence, the young officers—in the majority
of cases recruited from a class which had
never earned more than £3 or £4 a week—
who found they had quite a lot of money
to spend, oblivious of the fact that they
paid no rent, very little in the shape of
house bills, and that the clothing was
more or less provided by the allowance
they received from the Government.To these may be added the enormous
number of working men and women who
earned themselves earning what to them
were extraordinary wages for the produc-
tion of war material, the daughters of
middle-class families who were being kept
by their parents and had their earnings
for pin money, and the hundred and one
auxiliary classes which benefited indirect-
ly through the prosperity of the others.The war was really a period of saving.
Savings bank accounts, mounted, a great
deal was invested in war stocks, but much
more was hoarded against the day when
the many restrictions would be hand-
capped the savers should be removed, and
there should be more leisure and greater op-
portunities of enjoying themselves.

SAVINGS MELTING.

On Armistice-day those savings began
to melt, and into the welter of extra-
vagance came the savings, gratuities and
allowances which were paid out to dis-
mobilised officers and men. There is still
time to check extravagance, the effect of
which will be expressed in demands rival-
ling those of the Bolshevik workman for
underment of salaries and the consequent
ruin of industries.If you get in the habit of spending
£12 a week you need a job that will not
only produce that sum but also give you
the leisure to allow you to spend it. It is
for the well-to-do middle-class, who are
not the least of the offenders, to see an
example, to cut their expenditure to its
lowest possible figure, and to put the
margin into some security which will
enable them in the dark days ahead to
carry on.There is nothing exciting about a war
bond. It does not make you laugh or
bring the luxurious sense of comfort of
Milesian silk. Buying war bonds is the
dullest kind of fund that was ever in-
vented, but there will come a day when
that sober slip of paper, which in ap-
pearance is something between a judgment
summons and an order-to-view, will bring
its owner more real pleasure than any-
thing that money can buy to-day. We
have got to get the chemist's shop habit,
the habit of buying only what we need
and not needing what we can buy.—
Express.

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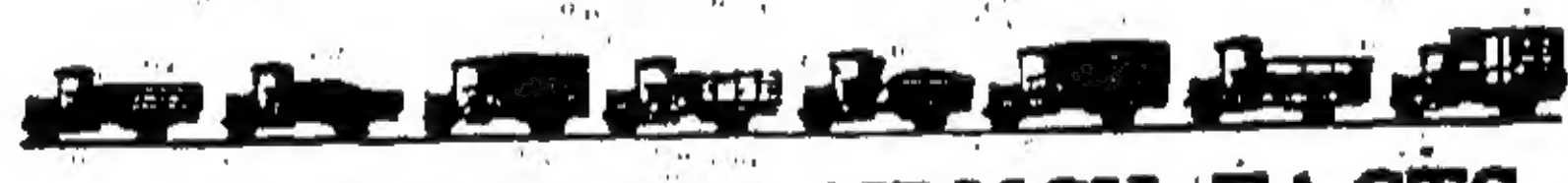
TUESDAY, WEDNESDAY, "A BIG DOUBLE BILL"
AUG. 12th, AUG. 13th, "THE TOURISTS"
and a Head-Line Program of
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Bookings now at MOUTRIE'S—Curtain 9.15 p.m.
Prices \$3 \$2 & \$1. Matinees Sat. & Wed. 10.55



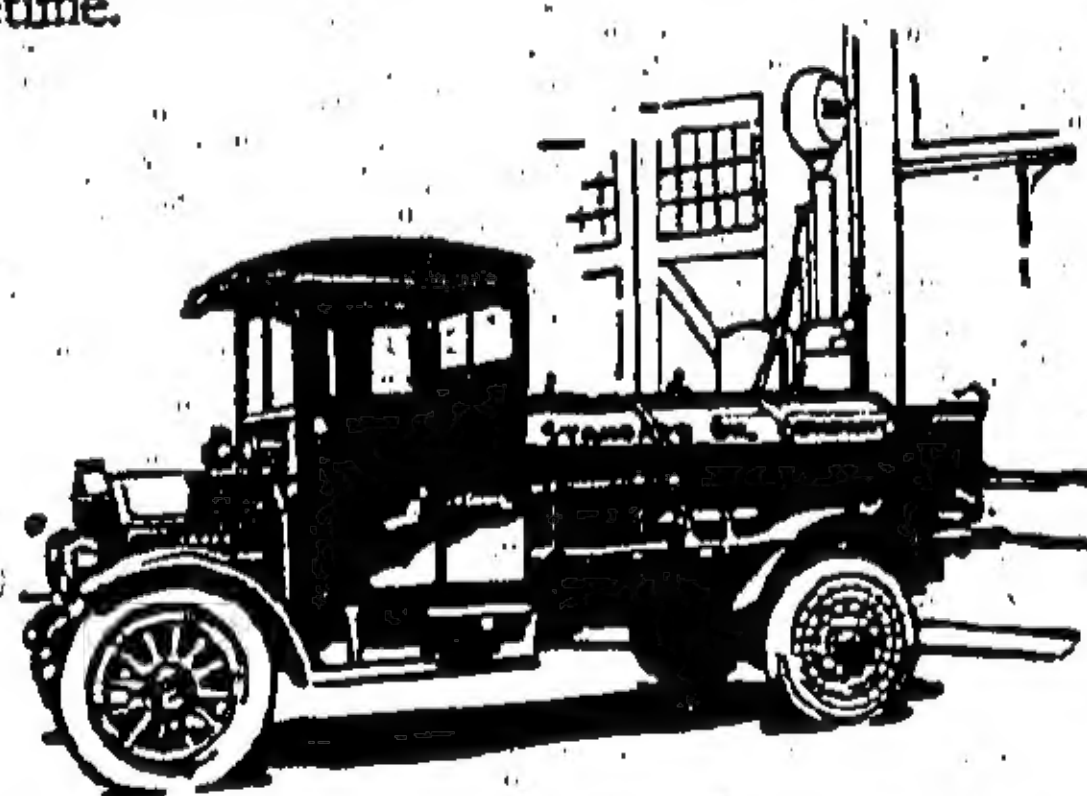
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IN Manufactures the most Important Point is Improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.
Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.
In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.
Our Machinery during the Process Filters the Oil, while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes. There is no residue.
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This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen. [895]



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The fact is that the Federal Motor Lorry will save you time and money, and put your hauling on a more efficient basis than ever before.
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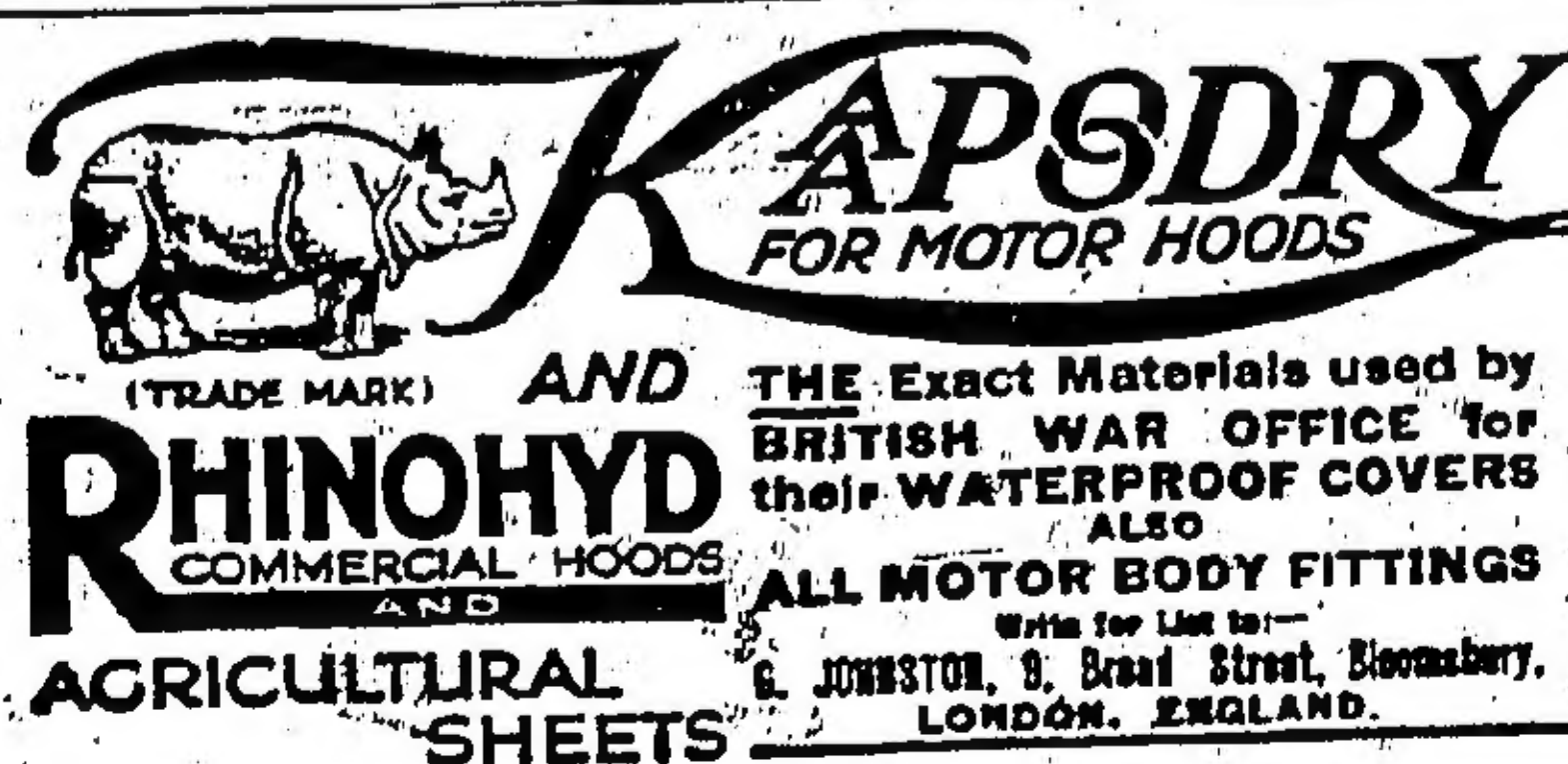


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"A RACE OF LIARS AND CHEATS."

MR. HUGHES ON GERMANY.
THE LEAGUE AND THE FLEET.

Mr. Walter Long presided at a luncheon given at the House of Commons on June 24th by the Empire Parliamentary Association in honour of Mr. W. M. Hughes, Prime Minister of Australia, and in proposing "The Australian Delegates," said that their guest had proved to be an inspiration and a stimulant to those of us at home. He had concentrated on the great Imperial work to which he had devoted the past sixteen months, and he had given us lessons in real Imperialism, in speeches he had delivered from time to time. Through the Prime Minister they offered to Australia their gratitude for the brilliant part it had played in the war. The Empire had been strengthened and consolidated by the indissoluble links forged by the association of its different constituents on the various battlefields of France, and in the accomplishment of that great achievement no individual had done more than Mr. Hughes.

Mr. Hughes, in reply, said we missed destruction only by a margin, and we had won that victory which so many of our faint hearts told us was impossible. Looking back, every thinking man must realise how narrowly we escaped defeat.

The question now is, Mr. Hughes continued, "what shall the future be? We are bending beneath a colossal burden of debt. On every side there is unrest and chaos. Problems crowd thickly upon us. What is the future to be? For there is no peace for us. The war has merely traced a new shape. We are to fight with different weapons, but we must fight not less earnestly or desperately than before. And we shall never win through unless we attack those problems in the same spirit as we approached the war. Germany, crushed by the weight of battle, is still the best equipped for the commercial and industrial fight of every nation in the world. Not even America is better equipped than she. She has already given abundant evidence that she is ready to resume that sure and steady policy by which she can achieve victory by which she would have followed in the past. She has not abandoned hope; she has no reason to abandon hope, that we shall sink back to what we were before the war. We know now where we stood. In another decade Germany would have been supreme. During the war the eyes of the people were opened, and loud, they asserted that it would never happen again. But what is their attitude to-day? Only a few months ago war was waged, and to-day the voice of the German is heard in the land—not speaking directly, but through the mouths of others.

THE BONDS OF EMPIRE.

"How are we going to maintain this Empire in its greatness; how can we gather in the fruits of our victory? What is our policy? As I see it, apart from tradition and race, apart from those ties which have been cemented by blood and sacrifice, there are two great bonds which hold this widely scattered Empire together. They are the ties of defence and trade. What was the position before the war, and what is it to-day? One instrumentality has brought us to where we are—the British Navy. Without that the Empire would be impossible. It would resolve itself into its constituent atoms. Tradition is strong, race is strong, the memory of things we have in common is strong, but without a common scheme of defence all these are useless. Unless we in Australia can say, 'In the hour of danger we know upon whom we can call, what is the Empire? And if war breaks out in five or ten years' time, upon whom shall Australia call? Before this war we knew very well that, if we called the Navy of Britain would rush to our aid—not after long months of tortuous inquiry into the merits of our case, not coming when it was too late battering at doors which were already shut—but quickly, as a mother to its child. And when you, too, called in 1914 we came at once. We realised that if you fell we fell, and now we know that if we fall it is the beginning of the end. That was the position. To-day the Empire has control of its own Navy; but will that control pass from us? Is it to go from our hands into the hands of another? The League of Nations we welcome; we hope and trust that the end of all war has come. We hope that mankind will no longer resort to the arbitrament of the sword to settle quarrels between nations. We hope there has been an instrument so effective that war will be banished from the world. But we know that if this League is to prove effective it must have a force, naval and military, which shall by its very existence and power crush all who menace it. There must be then another power which can make even interference by us impossible. What, then, of the Navy?

"No country would more gladly welcome the coming of the League of Nations than Australia, which stands at the very outpost of white civilisation, which is at the end of the world and yet at the gateway to its most populous regions. It would be to us more than a gift from the gods if we knew that war would be no more; that we could turn our every thought and energy to the peaceful development of our great heritage. But history has some dreadful lessons to teach those who seek its pages. The world changes, but mankind remains the same. It may be that war has gone from this world; but if we cannot afford to take any risk, if we are attacked, on whom shall we call? The League of Nations? But will it come, and will it come in time? These things are vital to us. Who is to say that this latest instrument will prove more effective than The Hague Tribunal? Time alone can show whether this League can do all that its most ardent advocates claim. And, in the meantime, what is the policy of the Empire to be? The League of Nations is incompatible

with the British Empire as we know it, because the British Empire rests upon a Navy unchallenged and unchallengeable. I shall not say because of this we should condemn it, but these things surely concern us greatly. What is the defence policy of this Empire? No one can tell us. What is it to be in the future? No one knows.

LIARS AND CHEATS.

Let me turn for a moment to the other bond of which I spoke—trade. The future of Britain, the keystone in the Imperial arch, depends upon an abundant supply of raw materials, which happily are available almost wholly within the Empire. The future of this country, as distinct from the Empire, depends upon its capacity to produce wealth in abundance. It must produce more wealth per unit of capital than ever before, or it must surely perish. And what is the Imperial trade policy? Nobody can tell us. On the one side is the glorious and glittering vision of the League of Nations; and, on the other, the long grey shapes behind which civilisation sheltered and was saved. We are asked which shall we choose, and there is hesitation and doubt. But in the hearts of the people of this country there is no doubt. There can be none. Whatever we say, we dare not let there be any doubt. It we do, whatever befalls us shall befall us justly. And we turn and ask, what is the future in regard to trade? No one knows. How can we maintain a great Navy, how can we bear the crushing burden of debt, how can we hold our own in the markets of the world, without a trade policy? Our Navy rests upon trade, because the Navy rests upon money. How will this country weather the industrial storm, how will it solve the problems of unemployment, how will it grapple with the thousand and one questions which must arise without a trade policy? If you ask Australia whether we shall rely upon the League of Nations, we shall, but we shall keep our powder dry. We can afford to take no risks. We shall endeavour to build up the industries of Australia. We have learned our lesson for the commercial and industrial fight in this war. Germany shall not take up her old position and batter upon our vitals any more. The industries of Australia are for Australians and not for Germany. I have no eternal quarrel with Germany, and it may be that in the future she will redeem her faults. But I see no evidence yet of a change of heart. On every side I see abundant proof that she is to-day what she was yesterday: the Germany of 1914, arrogant and stripped of her conquest. She has a Socialist government. And what is its battle cry? "Protect the Kaiser. Over our bodies you must pass before you touch this sacred ikon." As a race the Germans have not repented. They are a race of liars and cheats. Their word is not to be relied on. They will put their names to the treaty, but as soon as we cease to have the power to compel them, that Treaty will be but another scrap of paper.

"Let us not live in a paradise of fools; Germany has not repented. Scapa Flow, the utterances of all her public men, prove that she is to-day what she was yesterday. She will again endeavour to worm her way into your citadels, to capture your trade. And whether she suggests or not depends upon you. If you think you can combat her without a policy, let me say that is impossible. Not one of your manufacturers will risk his capital in the extension of an old plant or the construction of a new until he knows where he stands. The war, as I have often said, has kindled in the hearts of the Dominions a new spirit of nationalism. But we are not less lovers of Empire for that. We are not less in this place the cradle of our race, a recognition of Empire from the Imperial standpoint, something of Empire other than lip service, something that will show a recognition of the greatness of our heritage, expressed in terms of a policy that shall make for its permanence.

In proposing the health of the chairman, Mr. Hughes said that in his association with him he had found in Mr. Long an Englishman who was always animated by his love of his country. He (Mr. Hughes) could say this wholeheartedly of all those with whom he has been associated—though that was not the time to reveal the secrets of the channel house (laughter). But he could say it of Mr. Long, and he had great pleasure in doing so, because their politics were as far apart as the poles.

GERMAN NAVAL LOSSES.

A recent wireless message gives what purports to be the total of German naval losses suffered during the war. They read as follows:—

Ship of the line	1
Battle-cruisers	1
Old armoured cruisers	6
Modern cruisers	3
Old-small cruisers	10
Gunboats	7
River gunboats	3
Destroyers	39
Large torpedo-boats	21
Small torpedo-boats	41
Mine-sweepers	23
Auxiliary cruisers	9
Fishing vessels, luggers, etc.	192
"U"-boats	189

Eighty-two submarines went down in the North Sea and the Atlantic; three in the Baltic; 72 in (sic) Flanders; 16 in the Mediterranean; and five in the Black Sea. Fourteen were blown up by their own crews, and seven were interned in neutral ports.

The losses of men killed in the naval services are given as:—

Fleet:—946 officers, 5,922 deck officers and non-commissioned officers, and 19,686 men.
Marine Corps:—923 officers, 1,488 deck officers and non-commissioned officers, and 8,999 men.

GARLOCK PACKING

HIGH & LOW PRESSURE
SPIRAL PACKING
SPECIAL HYDRAULIC PUMP RINGS
GARLOCK SHEET JOINTING
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THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM
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Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports	4th Aug.	8th Aug., 11 A.M.
"EASTERN"	Melbourne, via Queensland Ports		26th Aug., 11 A.M.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewardess are carried on each vessel.

For Passage Rates and further particulars, apply to—

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THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE

Operating the following E.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN NIGHT"	About August 15th.
"ELDRIDGE"	" August 15th.
"EDMORE"	" August 21st.
"WEST HEPPBURN"	Mid-September.

For PORTLAND direct.

"COAXET" " " " " About August 25th.

Through Bills of Lading issued to Overland Common Ports.

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Telephone 2477 & 2478. Fifth Floor, HOTEL MANSION.

KONINKLYKE PAKETVAART MAATSCHAPPY.

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THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on August 17th, to

SINGAPORE, PENANG AND BELAWAN DELI.

This vessels offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

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JAVA-CHINA-JAPAN-LYN,

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KUHARA TRADING CO., LTD.

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Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

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For particulars of sailings shippers are requested to apply to the undersigned.

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"ELLERMAN" LINE.

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or to RICE & Co., Canton.

THE BANK LINE, LIMITED.
(General Agents.)

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"CHENG TU"	On 5th Aug. 4 P.M.
SWATOW and BANGKOK	"KI EICHOW"	On 6th Aug. 3 P.M.
MANILA, CEBU & ILOILO	"TAMING"	On 8th Aug. 4 P.M.
SHANGHAI	"KWANGSE"	On 7th Aug. Dlight
SHANGHAI	"TEAN"	On 10th Aug. Dlight
SHANGHAI & TSINGTAO	"CHENAN"	On 12th Aug. Dlight

SHANGHAI LINE—PASSENGERS, MALES and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (twice weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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For Freight or Passage apply to—

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Telephone 38

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

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SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina	WEDNESDAY,	6th Aug. at Noon.
"HAIYAN"	Capt. A. H. Stewart	FRIDAY,	8th Aug. at 1 P.M.
"HAIYONG"	Capt. J. W. Evans	TUESDAY,	12th Aug. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

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General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA."

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

Sailings from Hongkong at Noon.	For	At
The S.S. "WEST CONOB"	will sail from this port on or about August 16th, for the usual ports of call.	
S.S. "COLOMBIA"	Aug. 12th, 1919.	
S.S. "VENEZUELA"	Sept. 10th, 1919.	
S.S. "ECUADOR"	Oct. 8th, 1919.	

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.

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P. & O. - BRITISH INDIA
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MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
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SAILINGS FOR
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at MARSEILLES about	Due at LONDON about
NAGOYA	26th August	28th Sept.	7th Oct.
KHIVA	23rd October	25th Nov.	4th Dec.

FOR
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	7th Sept.	21st Sept.

FOR
CALCUTTA VIA STRAITS & RANGOON.

Steamer	Leave Hongkong about	Due CALCUTTA about
ARRATON APCAR	2nd Sept.	25th Sept.

SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave Hongkong about	Sailings to Kobe
ARRATON APCAR	11th August	10th
TIOLA	20th August	19th

Tickets Interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

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All Cabin are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

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Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within the day of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
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SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

SUWA MARU	(omit Shanghai)	Tuesday, 5th Aug. at 10 a.m.
KASHIMA MARU	(calling Manila)	Friday, 23rd Aug. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KITANO MARU	(calling Malacca)	Friday, 8th Aug. at Noon.
INABA MARU		Friday, 22nd Aug. at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU		Wednesday, 20th Aug. at 11 a.m.
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NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.

TOTOMI MARU		Sunday, 10th August.
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CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU		Saturday, 23rd Aug. at 11 a.m.
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SHANGHAI, KOBE & YOKOHAMA.

IYO MARU		Wednesday, 6th Aug. at 11 a.m.
HWAH-WU		Wednesday, 6th Aug.
KOSOKU MARU		Wednesday, 13th Aug.
ATSUTA MARU		Thursday, 21st Aug. at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

TAJIMA MARU	(Marseilles & Liverpool)	Middle of August.
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FAST AND LUXURIOUS MAIL STEAMERS.

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Steamer	Tons	Leave Hongkong
SHINYU MARU	32,000	Aug. 13th.
PERFIA MARU	30,000	Aug. 28th.
KOREA MARU	30,000	Sept. 10th.
NIPPON MARU	11,000	Sept. 25th.

* omitting call at Shanghai

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HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO
SAN PEDRO, SALLINO CRUZ, BALBOA, CALLAO, ARICA
THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
ANYO MARU	18,500	Sept. 10th.
SEIYO MARU	14,000	Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd.
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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ...	On or about 18th Aug.
	"PAUL LECAL" ...	On or about 14th Sept.
	"SPHINX" ...	On or about 11th Oct.

MARSEILLES via
HAIPHONG, SAIGON
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